

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ABINGDON, VA

VIRGINIA HIGHLANDS **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ANNAPOLIS, MD

LEE **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L¹**
ILS or LOC Rwy 28²
VOR Rwy 10³

¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.

³Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE **LDA Rwy 33¹²**
LOC Rwy 15¹
VOR/DME or TACAN Z Rwy 15³

¹NA when control tower closed.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME ALTERNATE MINIMUMS
CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE **ILS or LOC Rwy 3¹²**
RNAV (GPS) Rwy 3³⁴
RNAV (GPS) Y Rwy 21³⁵
RNAV (GPS) Z Rwy 21³

¹NA when control tower closed.

²ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 1000-3.

⁵Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL **LOC Rwy 4¹**
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22²
VOR-A²

¹NA when FBO closed.

²NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20¹

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY **VOR or GPS-A**
Category D, 800-2¼.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ILS or LOC/DME Rwy 4¹
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33

NA when local weather not available.

¹ILS, LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL RNAV (GPS) Rwy 15
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL NDB Rwy 3¹
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14

NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON RNAV (GPS) Rwy 28
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI RNAV (GPS) Rwy 5^{1,2}
RNAV (GPS) Y Rwy 23¹
RNAV (GPS) Z Rwy 23³

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK NDB Rwy 14
Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¼.

GALAX/HILLSVILLE, VA

TWIN COUNTY RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9

NA when local weather not available.

¹NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD RNAV (GPS) Rwy 7¹
RNAV (GPS) Rwy 25²

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-2½, Category D, 1000-3.

²Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 19

NA when local weather not available.

Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE LOC Rwy 17¹
RNAV (GPS) Rwy 17²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

²NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD RNAV (GPS) Rwy 27
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ILS or LOC Rwy 4^{1,2}
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 22³
VOR/DME Rwy 22⁴
VOR Rwy 4³

¹ILS, LOC, NA when control tower closed.

²ILS, Categories A,B, 800-2; Category C, 900-2½, Category D, 900-2¼. LOC, Category C, 900-2½, Category D, 900-2¼.

³Category C, 900-2½; Category D, 900-2¼.

⁴Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¼.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS
MANASSAS, VA
 MANASSAS RGNL/HARRY P DAVIS
 FIELD **ILS or LOC Rwy 16L, 700-2**
 RNAV (GPS) Rwy 16L
 NA when control tower closed.

MARION/WYTHEVILLE, VA
 MOUNTAIN EMPIRE **RNAV (GPS) Rwy 26**
 NA when local weather not available.
 Category C, 800-2¼.

MARTINSVILLE, VA
 BLUE RIDGE **RNAV (GPS) Rwy 12**
 RNAV (GPS) Rwy 30¹
 NA when local weather not available.
 ¹Category D, 800-2¼.

MELFA, VA
 ACCOMACK COUNTY **RNAV (GPS) Rwy 3**
 RNAV (GPS) Rwy 21
 NA when local weather not available.

MIDDLETOWN, DE
 SUMMIT **RNAV (GPS) Rwy 17**
 RNAV (GPS) Rwy 35
 NA when local weather not available.

NEWPORT NEWS, VA
 NEWPORT NEWS/WILLIAMSBURG
 INTL **ILS or LOC Rwy 7¹²**
 ILS or LOC Rwy 25¹
 LOC/DME Rwy 20¹²
 RNAV (GPS) Rwy 7²
 RNAV (GPS) Rwy 20²
 ¹NA when control tower closed.
 ²NA when local weather not available.

OCEAN CITY, MD
 OCEAN CITY MUNI **RNAV (GPS) Rwy 2¹**
 RNAV (GPS) Rwy 32¹²
 VOR-A³
 ¹NA when local weather not available.
 ²Category D, 800-2¼.
 ³Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¼.

PETERSBURG, VA
 DINWIDDIE COUNTY **RNAV (GPS) Rwy 5**
 RNAV (GPS) Rwy 23
 VOR Rwy 23
 NA when local weather not available.

PHILLIPS AAF (KAPG)
 ABERDEEN PROVING
 GROUND, MD **NDB Rwy 22**
 VOR Rwy 22
 VOR/DME Rwy 22
 RNAV (GPS) Rwy 22
 NA when control tower closed.

ALTERNATE MINS

NAME ALTERNATE MINIMUMS
RICHLANDS, VA
 TAZEWEEL COUNTY **LOC/DME Rwy 25**
 RNAV (GPS) Rwy 25
 NA when local weather not available.

RICHLAND, VA
 RICHLAND INTL **ILS or LOC Rwy 16**
 ILS, Categories A,B, 900-2, Category C,
 900-2¼, Category D, 900-3.
 LOC, Categories A,B, 900-2, Category C,
 900-2¼, Category D, 900-3.

RICHLAND/ASHLAND, VA
 HANOVER
 COUNTY MUNI **RNAV (GPS) Rwy 16**
 VOR Rwy 16¹
 NA when local weather not available.
 ¹Category C, 800-2¼, Category D, 800-2¼.

ROANOKE, VA
 ROANOKE RGNL/WOODRUM
 FIELD **ILS or LOC Rwy 33¹²**
 LDA Rwy 6²
 VOR/NDB Rwy 33³

¹ILS, Categories A,B, 800-2; Category C,
 800-2¼; Category D, 800-2½. LOC,
 Category C, 800-2¼; Category D, 800-2½.
 ²Categories A,B, 1600-2; Categories C,D,
 1600-3.
 ³Categories A,B, 1400-2; Categories C,D,
 1400-3.

SALISBURY, MD
 SALISBURY-OCEAN CITY
 WICOMICO RGNL **ILS or LOC Rwy 32**
 RNAV (GPS) Rwy 32
 VOR Rwy 23¹
 NA when local weather not available.

¹Categories A, B, 1100-2; Categories C, D,
 1100-3.

SOUTH HILL, VA
 MECKLENBURG-
 BRUNSWICK RGNL **LOC Rwy 1**
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

**STAUNTON-WAYNESBORO-
 HARRISONBURG, VA**
 SHENANDOAH VALLEY
 RGNL **ILS or LOC Rwy 5¹**
 NDB Rwy 5
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.
 ¹ILS, Category D, 700-2.

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ALTERNATE MINS

M4



NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT

FACILITY VOR/DME or TACAN Rwy 10

Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON

DULLES INTL ILS or LOC/DME Rwy 1C¹
ILS or LOC/DME Rwy 1L¹
ILS or LOC/DME Rwy 12¹
ILS or LOC/DME Rwy 19C¹
ILS or LOC/DME Rwy 19R¹
ILS or LOC Rwy 1R¹
ILS or LOC Rwy 19L¹
RNAV (GPS) Y Rwy 19R²

¹ILS, Categories A, B, C, D, 700-2.

²Category D, 800-2¾.

RONALD REAGAN

WASHINGTON NATIONAL ILS Rwy 1¹
LDA/DME Rwy 19²
RNAV (GPS) Rwy 33³
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15⁴
VOR/DME or GPS Rwy 19⁵
VOR Rwy 1²

¹ILS, Categories A, B,C, 700-2; Category D,
700-2¾. LOC, Category D, 800-2¾.

²Category D, 800-2¾.

³Categories A,B,C,D, 800-2½.

⁴Categories A,B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

⁵Categories A,B, 1000-2; Categories C,D,
1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE

PENINSULA RGNL RNAV (GPS) Rwy 10
VOR-A

NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/

JACK B POAGE FIELD ... RNAV (GPS) Rwy 34
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ILS or LOC Rwy 1¹²
RNAV (GPS) Rwy 1²
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 19²
RNAV (GPS) Rwy 27²
VOR Rwy 1²³
VOR Rwy 27³

¹NA when control tower closed.

²NA when local weather not available.

³Category D, 800-2¾.

WINCHESTER, VA

WINCHESTER RGNL RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE LOC/DME Rwy 24¹²
RNAV (GPS) Rwy 6¹²
RNAV (GPS) Rwy 24³

¹NA when local weather not available.

²Category D, 800-2¾.

³Category C, 800-2¾; Category D, 900-2¾.

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RADAR INSTRUMENT APPROACH MINIMUMS

DAVISON AAF (KDAF), VA (Ft. Belvoir) (Amdt 11, 10098 USA)**ELEV 73**RADAR¹ - (E) 118.85 119.95 248.5x 265.6 ▽△ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/34/689	ABCD	346/50	280	(300-1)
	14	3.0°/59/1114	ABCD	642-2	590	(600-2)

When control tower clsd procedure NA.

¹Opr 1100-2300Z++ wkcd exclud hol, R-IFF SIF svc not avbl.**NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN)****ELEV 17**

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	10 ^{2 3} 28 ⁴	3.0°/50/948 3.0°/36/682	ABCDE ABCDE	117-¾ 265-¾	100 250	(100-¾) (300-¾)
COPTER PAR ¹	10 ^{2 3} 28 ⁴	3.0°/50/948 3.0°/36/682	COPTER COPTER	117-¾ 265-¾	100 250	(100-¾) (300-¾)
PAR W/O GS ¹	28 ⁵ 10 ⁶		ABCDE ABC DE	460-1 460-¾ 460-1	445 443 443	(500-1) (500-¾) (500-1)
ASR ¹	10 ⁷ 28 ⁶		AB CD E ABC DE	520-¾ 520-1 520-1½ 460-1 460-1½	503 503 503 445 445	(600-¾) (600-1) (600-1½) (500-1) (500-1½)
CIR ASR ^{8 9}	10, 28		AB C DE	520-1½ 520-1½ 580-2	503 503 563	(600-1½) (600-1½) (600-2)
CIR PAR W/O GS ^{8 9}	10, 28		AB C DE	520-1½ 520-1½ 580-2	503 503 563	(600-1½) (600-1½) (600-2)

¹No-NOTAM preventive maint Mon 1200-1800Z++. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³PAPI RRP and PAR RPI are not coincidental. ⁴When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁶When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁷When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¼ miles. ⁸CAT E cir not authorized south of Rwy 10-28. ⁹Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN)

ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 ▽

				DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR ⁸	RWY	GS/TCH/RPI	CAT			
	5R ¹	3.0°/36/686	ABCDE	120-¼	100	(100-¼)
	23L ¹	3.0°/42/809	ABCDE	122-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	121-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	121-½	100	(100-½)
	32L ¹	3.0°/41/782	ABCDE	123-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	272-1	250	(300-1)
PAR	14R		ABCDE	360-1¼	338	(400-1¼)
W/O GS ⁸	5R ²		ABCD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	5L		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
	32L ⁴		ABCDE	360-¾	337	(400-¾)
	23L ³		ABC	460-¾	438	(500-¾)
			DE	460-1	438	(500-1)
	14R		ABCDE	300-1¼	278	(300-1¼)
	23R		ABC	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
PAR	32R		AB	360-1¼	339	(400-1¼)
SIDESTEP ⁸			C	360-1½	339	(400-1½)
			DE	360-2	339	(400-2)
	14L		AB	360-1¼	340	(400-1¼)
			C	360-1½	340	(400-1½)
			DE	360-2	340	(400-2)
	5L		ABC	420-1½	399	(400-1½)
			DE	420-2	399	(400-2)
	23L		ABC	460-1½	438	(500-1½)
			DE	460-2	438	(500-2)
	23R		ABC	460-1½	439	(500-1½)
			DE	460-2	439	(500-2)
PAR W/O	5L		AB	420-1¼	399	(400-1¼)
GS SIDESTEP ⁸			C	420-1½	399	(400-1½)
			DE	420-2	399	(400-2)
	32R		AB	360-1¼	339	(400-1¼)
			C	360-1½	339	(400-1½)
			DE	360-2	339	(400-2)
	14L		AB	360-1¼	340	(400-1¼)
			C	360-1½	340	(400-1½)
			DE	360-2	340	(400-2)
	23L		AB	460-1¼	438	(500-1¼)
			C	460-1½	438	(500-1½)
			DE	460-2	438	(500-2)
	23R		AB	460-1¼	439	(500-1¼)
			C	460-1½	439	(500-1½)
			DE	460-2	439	(500-2)

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	5R ⁵		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	5L		ABC	400-1	379	(400-1)
			DE	400-1¼	379	(400-1¼)
			AB	440-½	417	(500-½)
	32L ⁶		CD	440-¾	417	(500-¾)
			E	440-1	417	(500-1)
			AB	460-½	438	(500-½)
	23L ⁷		C	460-¾	438	(500-¾)
			DE	460-1	438	(500-1)
			AB	460-1	438	(500-1)
	14R		C	460-1¼	438	(500-1¼)
			DE	460-1½	438	(500-1½)
			AB	460-1	440	(500-1)
	14L		C	460-1¼	440	(500-1¼)
			DE	460-1½	440	(500-1½)
			AB	460-1	439	(500-1)
	23R		C	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
			AB	440-1	419	(500-1)
	32R		CD	440-1¼	419	(500-1¼)
			E	440-1½	419	(500-1½)
CIR ASR	All Rwy		AB	480-1	457	(500-1)
			C	480-1½	457	(500-1½)
			D	580-2	557	(600-2)
			E	620-2	597	(600-2)
CIR PAR	All Rwy		ABC	480-1¼	457	(500-1¼)
			D	580-2	557	(600-2)
			E	620-2¼	597	(600-2¼)
CIR PAR W/O GS	All Rwy		AB	480-1¼	457	(500-1¼)
			C	480-1½	457	(500-1½)
			D	580-2	558	(600-2)
			E	620-2	598	(600-2)

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. ³When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁷When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁸No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▽

				DA/ MDA-VIS	HAT/ HATH/ HAA		
	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>			<u>CEIL-VIS</u>	
PAR ¹	6 ²	3.0°/46/971	ABCDE	139-¼	100	(100-¼)	
	24	3.0°/43/805	ABCDE	120-½	100	(100-½)	
	14	3.0°/37/735	ABCDE	127-½	100	(100-½)	
	32	3.0°/48/892	ABCDE	268-1	250	(300-1)	
PAR W/O	6 ⁴		ABCD	360-½	321	(400-½)	
GS			E	360-¾	321	(400-¾)	
	14		ABCDE	340-1¼	313	(400-1¼)	
	24		ABCDE	320-1¼	300	(400-1¼)	
	32		ABCDE	340-1¼	322	(400-1¼)	
ASR	14		ABC	380-1	353	(400-1)	
			DE	380-1¼	353	(400-1¼)	
	32		ABC	400-1	382	(400-1)	
			DE	400-1¼	382	(400-1¼)	
	6 ³		AB	500-½	461	(500-½)	
			C	500-¾	461	(500-¾)	
			D	500-1	461	(500-1)	
			E	500-1¼	461	(500-1¼)	
	24		AB	440-1	420	(500-1)	
			CD	440-1¼	420	(500-1¼)	
			E	440-1½	420	(500-1½)	
CIR ⁵	6-24, 14-32		A	540-1	501	(600-1)	
			B	560-1	521	(600-1)	
			C	560-1½	521	(600-1½)	
			D	600-2	561	(600-2)	
			E	640-2¼	601	(700-2¼)	

¹PAR No-NOTAM preventive maint period Wed 1300-1700Z++. ²When ALS inop, increase Cat ABCDE vis to ½ mile. ³When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. ⁴When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. ⁵When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN)**ELEV 11**RADAR¹ - 120.925 351.95 353.65 363.15 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²³	2	3.0°/35/670	ABCD	262-1	252	(300-1)
PAR W/O GS ²	2		ABCD	400-1¼	390	(400-1¼)
ASR ²	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	560-1¾	550	(600-1¾)
CIR PAR or	2		A	500-1¼	490	(500-1¼)
PAR W/O GS ⁴			B	540-1¼	530	(600-1¼)
			C	540-1½	530	(600-1½)
			D	700-2¼	690	(700-2¼)
CIR ⁴	2		AB	560-1	550	(600-1)
			C	560-1½	550	(600-1½)
			D	700-2¼	690	(700-2¼)

¹GCA avbl daily during published field opr hr. Ctc twr for freq asgn. ²Procedure NA at night when VGSI inop. ³PAR military use only in other than VFR. ⁴Circling not authorized W of Rwy 2-20.

NE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-2 or 300-1½ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24**, climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6**, vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24**, hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L**, trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R**, trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L**, terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R**, trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 700 before proceeding on course.

Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30**, trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R**, std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before turning left. **Rwy 28**, climb heading 285° to 900 before turning right. **Rwy 33L**, climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4**, rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10**, building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L**, trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R**, trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22**, light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28**, tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L**, fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R**, trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15**, 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15**, trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33**, pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 400-1½ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30**, climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12**, bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30**, trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL. Terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL. pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1**, 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4**, 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19**, NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1700 before proceeding on course. **Rwy 4**, climb heading 039° to 1700 before proceeding on course. **Rwy 22**, climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4**, 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22**, 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2½ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33**, climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15**, vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33**, trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6**, multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24**, multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5**: trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23**: trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course.

Rwy 21, climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3**, pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18**, trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36**, trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28**, 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4**, trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22**, trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG - A 10126 (FAA)

NOTE: **Rwy 5**, Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23**, Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.



COLLEGE PARK, MD

COLLEGE PARK (CGS)

AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33**, 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 600 before proceeding on course. **Rwy 33**, climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33**, terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course.

Rwy 32, climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 128° to 1000 before turning right.

NOTE: **Rwy 4**, tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22**, tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11**, 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23**, 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29**, NA.

DEPARTURE PROCEDURE: **Rwys 5, 11**, climb runway heading to 3400 before proceeding on course. **Rwy 23**, climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL (DAN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2**, tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13**, trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20**, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31**, hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDA)

FORT BELVOIR, VA

.....Rwy 32, 300-1*

*Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1**, possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19**, possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. **Rwy 32**, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9**, multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27**, multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.





DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.

Rwy 24, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6**, tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24**, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWMAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4**, vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL.

Rwy 15, fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22**, tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33**, multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13**, cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31**, 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 308° to 900 before turning left.

NOTE: **Rwy 13**, trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31**, trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15**, vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33**, trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3**, trees beginning 64' from DER, 156' left of centerline, up to 77' AGL/506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21**, vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14**: Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32**: Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10**, cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10**, trees 1052' right of departure end of runway, 88' AGL/238' MSL.

21 OCT 2010 to 18 NOV 2010





FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE
(FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27**, trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30**, climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24**, 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24**, climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

NOTE: **Rwy 6**, 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24**, 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 10**, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14**, 62' AGL trees 197' right of centerline. **Rwy 32**, 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1**, 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31**, 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON
FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4400 before proceeding on course.

Rwy 25, climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18**, trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36**, trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.



JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, std. w/min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25**, std. w/min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7**, terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLF)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: **Rwy 26**, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. **Rwy 26**, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline, 100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.

NOTE: **Rwy 18**, trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36**, trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17**, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35**, terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11**, multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29**, multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9**, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27**, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10**, 1100-2½ for climb in visual conditions. **Rwy 28**, NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10**, multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN

FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35**, std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 2200 before proceeding on course. **Rwy 17**, climb heading 169° to 1800 before turning right. **Rwy 22**, climb heading 216° to 1800 before turning right. **Rwy 35**, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17**, trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22**, trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35**, trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R**, terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L**, terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R**, sign 70' from departure end of runway, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L**, terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 800-1. DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 12**, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30**, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12**, trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30**, trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3**, multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21**, multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36**, 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18**, trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36**, cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1/4 or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2**, bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161' MSL. **Rwy 7**, tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116' MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20**, bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25**, tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5**, cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23**, cross departure end of runway at or above 25' AGL/43' MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1600 before turning west. **Rwy 10**, climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course.

Rwy 20, climb heading 199° to 1000 before turning North. **Rwy 28**, climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2**, multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10**, trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20**, vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28**, multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5**, mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17' MSL. **Rwy 14**, tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23**, rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32**, multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS

FIELD)(KNGU)

NORFOLK, VA
08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)
ORIG 08101 (FAA)

NOTE: **Rwy 9**, Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27**, Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L**, Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R**, Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L**, Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R**, Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6**, Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14**, Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20**, Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24**, 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14**, NA-obstacles.

NOTE: **Rwy 5**, numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23**, numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½"

Rwy 20, 300-1¼"

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2**, Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20**, Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2**, Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20**, Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

QUINTON, VA

NEW KENT COUNTY (W96)
AMDT 1 10154 (FAA)

NOTE: **Rwy 10**, trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28**, trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25**, 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 4700 before proceeding southbound.

Rwy 25, climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15**, 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1200' before proceeding on course.

Rwy 33, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15**, 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33**, 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2**, aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7**, trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20**, hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER, 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25**, vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34**, aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFF)

ORIG 09239 (FAA)

NOTE: **Rwy 16**, trees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34**, road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12**, multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.



ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles.

Rwy 24, std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int'l-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15**, trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24**, bush 86' from departure end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5**, trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23**, trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32**, trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1**, 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19**, 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwys 5, 23**, NA.
NOTE: **Rwy 1**, 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1**, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19**, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33**, climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.
NOTE: **Rwy 33**, cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23**, standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5**, trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23**, tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29**, 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11**, road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29**, twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.



SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 4, 7, 22**, 300-1. **Rwy 25**, 300-1 or std. w/ a min. climb of 260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4**, trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7**, trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22**, road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to 100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25**, road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2**, vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20**, buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 303' per NM to 500. **Rwy 28**, 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10**, terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28**, terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4**, trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10**, trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17**, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22**, trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28**, trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35**, trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15**, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33**, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19**, climb heading 184° to 500 before turning right. **Rwy 33**, intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area**, P-56, 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L**, tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R**, post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12**, tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10**, multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28**, multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE
FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16**, 87' AGL trees 644' from departure end of runway. **Rwy 34**, 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14**, vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/ 834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/ 919' MSL. **Rwy 32**, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1**, multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9**, multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14**, obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19**, antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27**, tree 697' from departure end of runway, 533' left of centerline, 68' AGL/ 147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/ 107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32**, tree 711' from departure end of runway, 207' right of centerline, 29' AGL/ 104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32**, 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE (LNP)

AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb on heading 062° to 3600 before proceeding on course.

Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24**, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC-5(-4DT)

WASHINGTON

N39°27.97' W76°10.13'

H-101, 121, L-34F, 36J, A

57 B NOTAM FILE DCA

Not insp.

DIAP

RWY 04-22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL**RWY 22:** ODALS. PVASI(P SIL).**RWY 17-35:** H5004X149 (ASPH) PCN 10 F/C/W/T**RWY 08-26:** H4849X149 (ASPH) PCN 11 F/B/W/T**MILITARY SERVICE:** LGT HIRL Rwy 04-22 PPR only. **FUEL J8** **OIL** O-113-56(Mil)**MILITARY REMARKS:** Opr Mon-Fri 1100-0200Z except holidays, other times PPR. Rwy 17-35 CLOSED permanently.

Rwy 08-26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z, whichever is later or after SS is prohibited. DSN 298-3483/3074, C410-278-3483/3074. Rwy 08-26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17-35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.

COMMUNICATIONS: ATIS 108.4 (Mon-Fri 1100-0200Z, except holidays, other times PPR.)**(R) POTOMAC APP/DEP CON** 125.525 291.625**TOWER** 126.15 229.6 241.0 (Mon-Fri 1100-0200Z, except holidays, other times PPR.) **GND CON** 121.9**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z except holidays, other times PPR, other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.**(T) VOR/DME** 108.4 PPM Chan 21 N39°28.00' W76°10.26' at fld. 41/9W. Monitored arpt opr hrs.

VOR unusable:

130°-140° byd 10 NM

DME unusable:

010°-035° byd 20 NM blo 2,500'

VOR/DME unusable:

241°-279° byd 16 NM blo 4,500'

ABERDEEN NDB (MHW) 349 APG N39°32.11' W76°06.38' 226° 5.1 NM fld. Unmonitored Mon-Fri and holidays 2130-1230Z, other times PPR.

PIER 7 (See BALTIMORE)**POTOMAC AIRFIELD** (See FRIENDLY)**RIDGELY AIRPARK** (RJD) 2 NE UTC-5(-4DT) N38°58.21' W75°51.98'

WASHINGTON

64 B S4 **FUEL** 100LL, NOTAM FILE DCA

L-34F, 36J, A

RWY 12-30: H3214X50 (ASPH) S-28, D-39 LIRL**RWY 12:** REIL. Trees.**RWY 30:** REIL. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2130Z. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. **ACTIVATE** LIRL Rwy 12-30 and REIL Rwy 12 and 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (410) 634-1072.**COMMUNICATIONS:** CTAF/UNICOM 122.8**POTOMAC APP/DEP CON** 124.55**DOVER APP/DEP CON** 132.425 (RNAV/GPS Rwy 30)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90'

W75°30.96' 235° 22.7 NM to fld. 10/09W.

**ST. MARY'S COUNTY RGNL** (See LEONARDTOWN)

NE-3. 21 OCT 2010 to 18 NOV 2010

VOR/DME PPM
108.4
Chan 21

APCH CRS
226°

Rwy Idg
TDZE
Arpt Elev
7997
46
57

AL-555 [USA]

PHILLIPS AAF (APG)

▲ * When local altimeter setting not received
▼ use Baltimore altimeter setting.



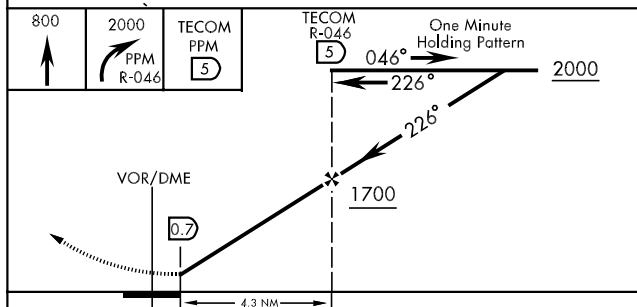
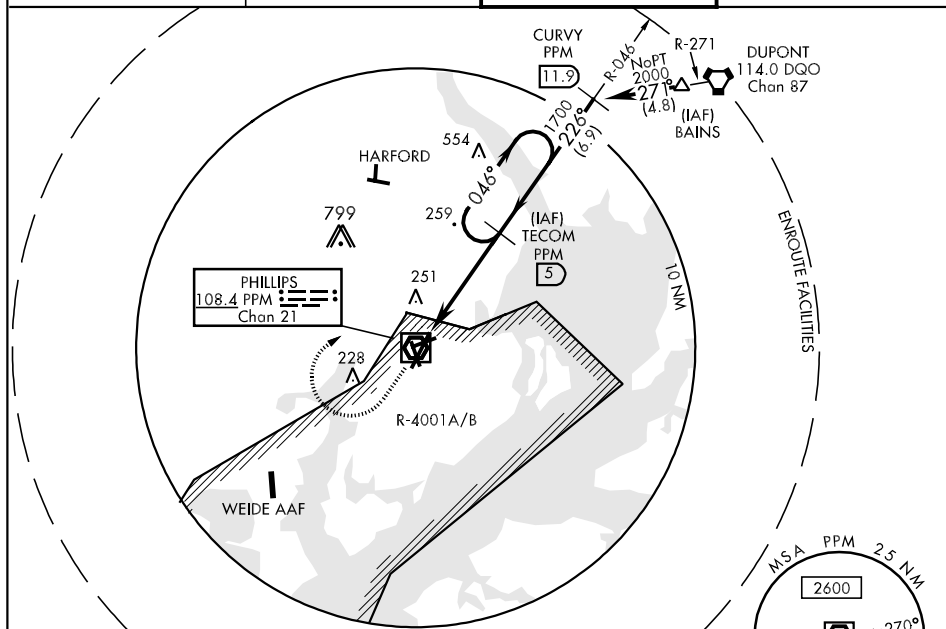
MISSED APPROACH: Climb to 800, then climbing right to 2000 via PPM R-046 to TECOM/5 DME and hold.

ATIS ★
108.4

POTOMAC APP CON
126.75 307.9

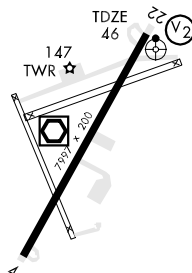
PHILLIPS TOWER ★
126.15 229.6

GND CON
121.9




ELEV 57

226° to
VOR/DME

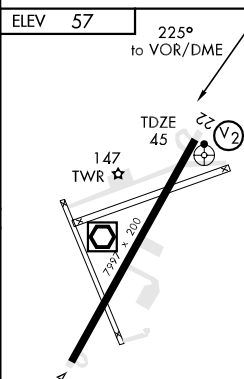
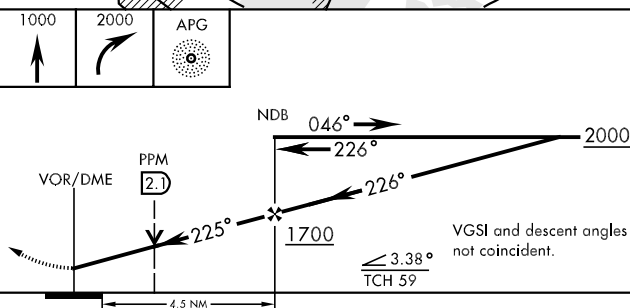
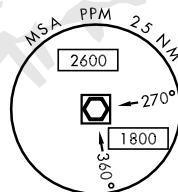
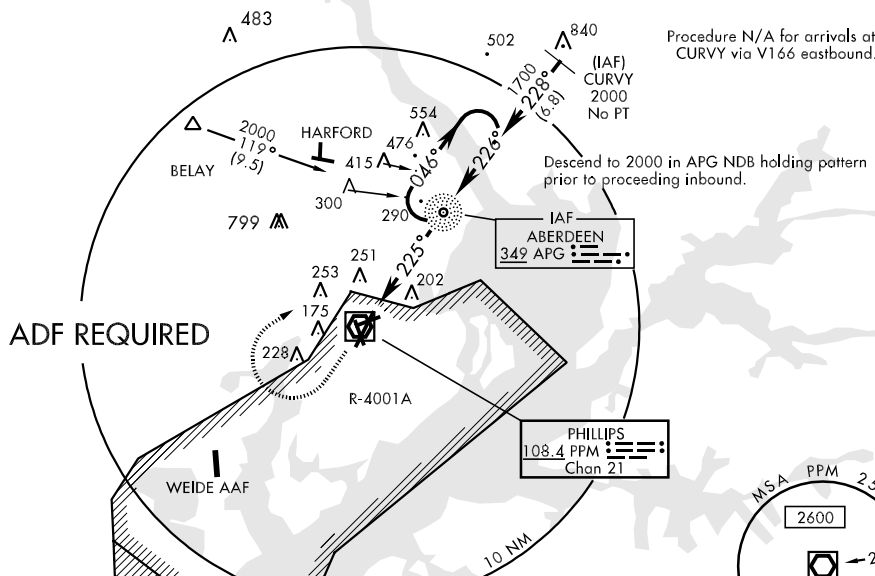


CATEGORY	A	B	C	D
S-22	500-1 454(500-1)		500-1¼ 454(500-1¼)	500-1½ 454(500-1½)
CIRCLING	520-1 462(500-1)	560-1 502(600-1)	600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	580-1 534(600-1)		580-1½ 534(600-1½)	580-1¾ 534(600-1¾)
CIRCLING	580-1 522(600-1)	640-1 582(600-1)	680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

VOR/DME PPM 108.4 Chan 21	APCH CRS 225°	Rwy Idg 7997 TDZE 45 Arpt Elev 57	AL-555 [USA]	PHILLIPS AAF (APG)
<p>▲ * For inoperative ODALS, increase 5-22 all CATs vis ¼ mile. ** When local altimeter setting not received, use Baltimore altimeter setting. VDP NA with Baltimore altimeter setting.</p>				<p>MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct APG NDB and hold.</p>
ATIS ★ 108.4		POTOMAC APP CON 126.75 307.9	PHILLIPS TOWER ★ 126.15 229.6	GND CON 121.9

FAC crosses Rwy center line
extended 2,707' from THLD.



CATEGORY	A	B	C	D
S-22 *	560- $\frac{3}{4}$ 515(600- $\frac{3}{4}$)		560-1 $\frac{1}{4}$ 515(600-1 $\frac{1}{4}$)	560-1 $\frac{1}{2}$ 515(600-1 $\frac{1}{2}$)
CIRCLING	560-1 503(600-1)		560-1 $\frac{1}{2}$ 503(600-1 $\frac{1}{2}$)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22 *	640- $\frac{3}{4}$ 595(600- $\frac{3}{4}$)		640-1 $\frac{1}{4}$ 595(600-1 $\frac{1}{4}$)	640-1 $\frac{1}{2}$ 595(600-1 $\frac{1}{2}$)
CIRCLING	640-1 583(600-1)		640-1 $\frac{1}{2}$ 583(600-1 $\frac{1}{2}$)	640-2 583(600-2)

HIRL Rwy 4-22

CONTINUED FROM PRECEDING PAGE

than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z \pm . OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC AFRC** ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z \pm . Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D-ATIS 113.1 251.05 **PTD** 139.3 372.2

(R) POTOMAC APP CON 124.0 269.0

(R) POTOMAC DEP CON 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z \pm through Sat 0100Z \pm , Sat, Sun, and holidays 1100–0100Z \pm . Afd wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43' W76°51.97' at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500' 183°–227° byd 18 NM blo 4,000'

099°–182° byd 15 NM blo 6,500' 230°–236° byd 20 NM

099°–182° byd 30 NM blo 11,500' 237°–270°

183°–227° byd 10 NM blo 2,500' 330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500'.

KIRBE NDB (LOM) 360 RW N38°42.05' W76°52.21' 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC–5(–4DT) N38°56.57' W76°34.10'

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL

RWY 12: APAP(PN1L)—GA 5.75° TCH 20'. Thld dsplcd 476'. Trees.

RWY 30: APAP(PN1R)—GA 4.25° TCH 16'. Thld dsplcd 321'. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z \pm , Sat–Sun 1300–2200Z \pm . Arpt CLOSED after 0300Z \pm . Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z \pm daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. **ACTIVATE LIRL** Rwy 12–30—CTAF 0300–1200Z \pm . Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26' W76°39.68' 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04' W76°45.60' NOTAM FILE DCA.

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

WASHINGTON

COPTER

L–29E, 34F, 361, A

BALTIMORE N39°10.26' W76°39.68' NOTAM FILE BWI.

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000'

DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM.

H–10H, L–29E, 34F, 361, A

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

WASHINGTON

COPTER

APP CRS
298°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
34**RNAV (GPS)-A**
ANNAPOLIS / LEE (ANP)

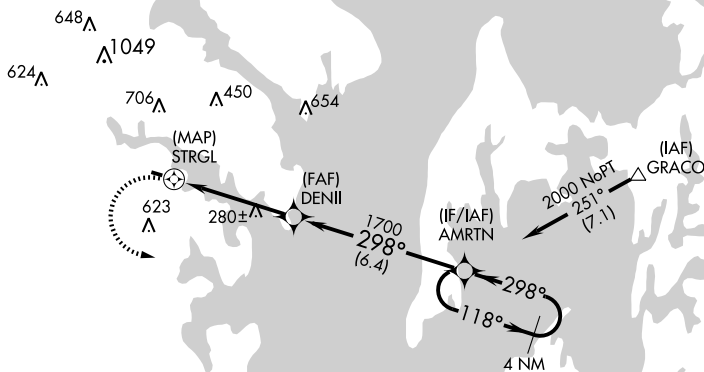
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet.

▲

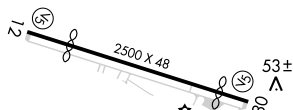
MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

POTOMAC APP CON
119.7 290.475

CTAF **122.9**



ELEV **34**



MSA STRGL 25 NM

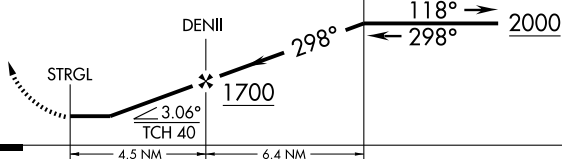
2600

2000 AMRTN

VGSI and descent angles not coincident.

AMRTN

4 NM Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	660-1	626 (700-1)	NA	

LIRL Rwy 12-30 **1**

ANNAPOLIS, MARYLAND
Orig 22OCT09

38°57'N - 76°34'W

ANNAPOLIS / LEE (ANP)
RNAV (GPS)-A

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

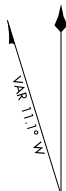
AL-804 (FAA)

BALTIMORE, MARYLAND

ATIS
115.1 127.8
BALTIMORE TOWER
119.4 257.8
GND CON
121.9
CLNC DEL
118.05

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

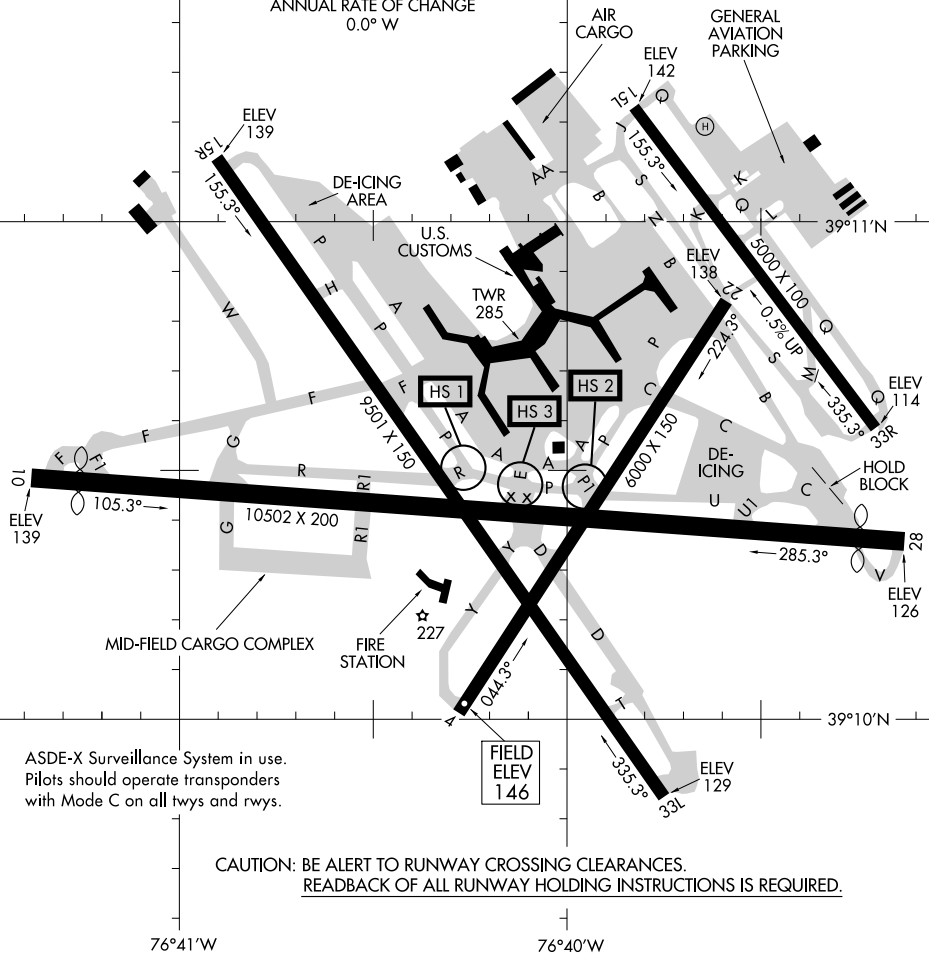


RWY 04-22
PCN 65 F/A/W/T
S-100, D-220, 2D-500, 2D/2D2-728

RWY 10-28
PCN 110 F/A/W/T
S-100, D-220, 2D-500, 2D/2D2-790

RWY 15L-33R
PCN 26 F/A/W/T
S-30, D-60

RWY 15R-33L
PCN 100 F/A/W/T
S-100, D-220, 2D-500, 2D/2D2-790



ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) 9 S UTC-5(-4DT)

WASHINGTON

COPTER

146 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D H-10H, 12I, L-29E, 34F, 36I, A
NOTAM FILE BWI IAP, AD

RWY 10-28: H10502X200 (ASPH-GRVD) S-100, D-220, 2D-500,
2D/2D2-790 PCN 110 F/A/W/T HIRL CL

RWY 10: ALSF2. TDZL. Thld dspcd 550'. Tree.

RWY 28: MALSR. VASI(V4L)—GA 3.0° TCH 60'. Thld dspcd 500'.
Tree.

RWY 15R-33L: H9501X150 (ASPH-GRVD) S-100, D-220, 2D-500,
2D/2D2-790 PCN 100 F/A/W/T HIRL CL

RWY 15R: MALSR. Antenna.

RWY 33L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 55'. Tower.

RWY 04-22: H6000X150 (ASPH-GRVD) S-100, D-220, 2D-500,
2D/2D2-728 PCN 65 F/A/W/T HIRL

RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 49'. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 47'. Pole.

RWY 15L-33R: H5000X100 (ASPH-GRVD) S-30 D-60

PCN 26 F/A/W/T HIRL

0.5% up NW

RWY 15L: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Pole.

RWY 33R: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 10: TORA-10502 TODA-11202 ASDA-10502 LDA-9952

RWY 15L: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 15R: TORA-9501 TODA-9501 ASDA-9501 LDA-9501

RWY 22: TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 28: TORA-10502 TODA-10502 ASDA-10502 LDA-10002

RWY 33L: TORA-9501 TODA-9501 ASDA-9501 LDA-9501

RWY 33R: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

AIRPORT REMARKS: Attended continuously. Rwy 04-22 CLOSED exc for taxi. Rwy 04-22 restrictions apply except for excessive crosswinds; emergencies; or non-availability of other rwys. Deer and birds occasionally on and in/ovf arpt. Major construction on arpt daily. Acft movement and parking areas subject to short notice change/closure. For current information phone BWI ops center 410-859-7018. Noise abatement procedures in effect—restriction for Rwy 15L-33R except for emergencies or mercy flights, ctc arpt management for information. Practice landings and approaches by turbo-powered aircraft prohibited 0300-1100Z. Practice landings and takeoffs by B-747 acft prohibited Rwy 15R-33L. ASDE-X surveillance system in use, pilots should opr transponders with mode C on all twys and rwys. Rwy 04-22, Rwy 10-28, Rwy 15L-33R, pavement cond is fair with numerous cracks on all surfaces. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arriving at General Aviation ramp for security purposes. Acft parked at gates D-15, 16 encroach Rwy 04-22 7:1 to height of 58 ft. Rwy 15L touchdown rwy visual range avbl. Rwy 33R touchdown rwy visual range avbl. Taxiing prohibited between Gate C16 and adjacent building structure SW of Pier C. Taxi lanes A-1 and H, rstd to Group III acft with max wingspan of 118'. Twy A is restricted to Group IV acft, wingspan 171' or less. Twy P between Twy P1 and Twy C rstd to wingspans of 171' or less. Twy S, south of Rwy 22, restricted to acft 60000 lbs and less. Twy E clsd and barricaded between Rwy 10-28 and Twy P indef. Rwy 15L-33R restricted to acft producing less than 90 decibels except for emergencies. Continuous mowing ops adjacent all rwys and twys—Apr through Nov. Distracting lgts (golf driving range) rgt side extended centerline Rwy 33L from apch end rwy to ¼ mile final. Acft on visual apchs expect to maintain 3000 ft until 10 DME from BWI; departure acft should expect turns based on Baltimore DME. Rwy 15R de-ice pad, positions 1, 2 and 3 restricted to acft with wingspan of 135' or less, position 4 restricted to acft with wingspan of 156' or less, and position 5 restricted to acft with wingspan 214' or less. Rwy 28 de-ice pad lane 1 rstd to acft with wingspan 171' or less, lane 2 rstd to acft with wingspan 135' or less, lane 3 is used by large acft maximum wingspan 215' and when in use—lanes 2 and 4 are unavbl. Lanes 4, 5 and 6 are rstd to acft wingspan 135' or less. Concourse A—alternate de-icing area is rstd to B737-800 size aircraft with winglets or smaller on spots 6, 7A, and 8A. B737-700 size aircraft with winglets or smaller are rstd to spots 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (410) 691-1278. TDWR.

COMMUNICATIONS: D-ATIS 115.1 122.8 UNICOM 122.95

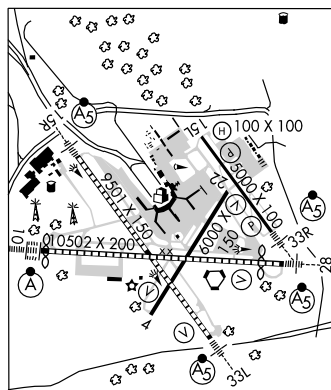
BALTIMORE RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

⑦ POTOMAC APP CON 119.0 (020°-100°) 124.55 (101°-130°) 119.7 (131°-180°) 128.7 (181°-019°) 126.75

POTOMAC DEP CON 126.75

BALTIMORE TOWER 119.4 GND CON 121.9 CLNC DEL 118.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.



CONTINUED ON NEXT PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

TACAN unusable 300°–349° byd 35 NM

DME unusable 133°–155° byd 36 NM

VORTAC unusable 133°–155° byd 20 NM blo 10,000'.

ELLCOTT NDB (MHW) 371 FND N39°17.24' W76°46.62' 154° 8.4 NM to fld.

Unusable 140°–320° byd 12 NM blo 10,500'.

ILS 109.7 I-BAL Rwy 10. Class IIIE.

ILS 111.95 I-UOC Rwy 15L. Class IA

ILS 111.7 I-FND Rwy 15R. Class IA.

ILS 109.7 I-OEH Rwy 28. Class IA.

ILS 111.7 I-RUX Rwy 33L. Class IB.

ILS 111.95 I-BWI Rwy 33R. Class IB. Coupled apchs not authorized blo 700' MSL. GS unusable 1.2 NM inbound blo 553'.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: H1 helipad located NE of Twy 'Q' on general aviation apron.

ESSEX SKYPARK (W48) 3 SE UTC-5(-4DT) N39°15.75' W76°25.93'

15 B NOTAM FILE DCA

RWY 16-34: H2084X30 (ASPH) LIRL

RWY 16: APAP(PNIL)—GA 4.5° TCH 19'. Thld dsplcd 185'. Trees.
Road.

RWY 34: APAP(PNIR)—GA 4.5° TCH 20'.

AIRPORT REMARKS: Unattended. No touch and go lds. No helicopter ops. ACTIVATE LIRL Rwy 16-34-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

00

WATERWAY 16-34: 3000X300 (WATER)

WASHINGTON
COPTER

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BALTIMORE, MD		
BALTIMORE/WASHINGTON		
INTL THURGOOD MARSHALL (BWI)	HS 1	Uncontrolled stop bar. No crossing allowed.
	HS 2	Rwy 10-28 in close proximity to Twy P1 int.
	HS 3	Twy E closed and barricaded.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

BALTIMORE/ ILS or LOC RWY 10
WASHINGTON INTL THURGOOD MARSHALL (BWI)

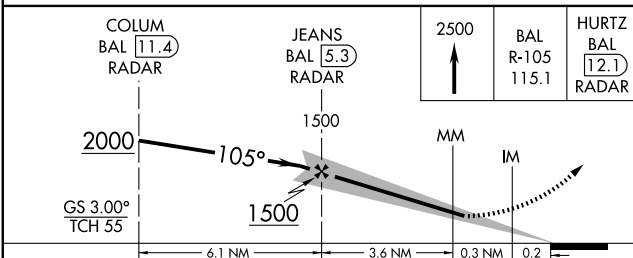
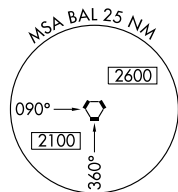
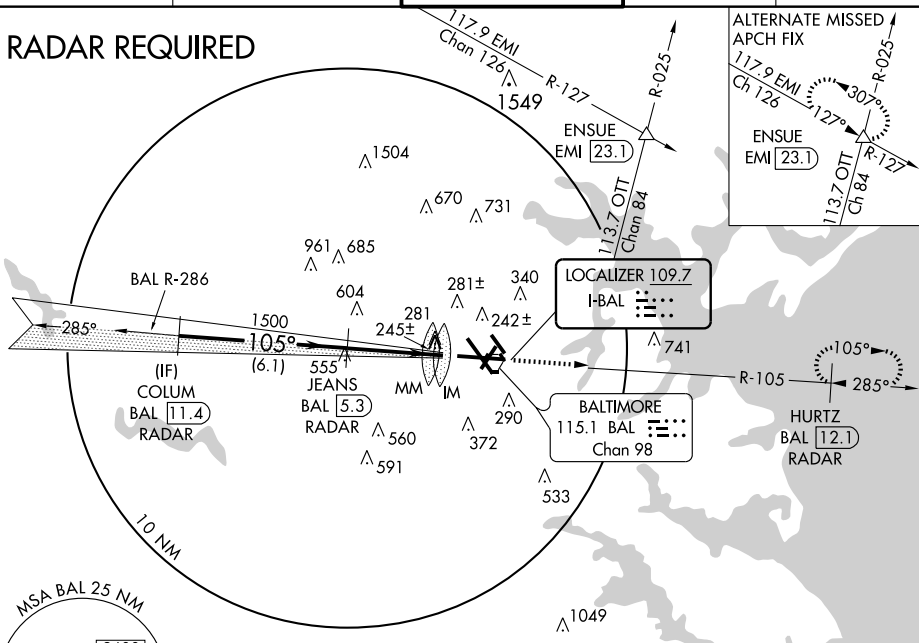
T

DME Required.



MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)	580/40 437 (500-¾)	580/50 437 (500-1)	
CIRCLING	640-1 494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)	

[illegible]

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W ILS or LOC RWY 10

ILS or LOC RWY 10

NE-3. 21 OCT 2010 to 18 NOV 2010

LOC I-UQC <u>111.95</u>	APP CRS 155°	Rwy Idg 5000 TDZE 142 Apt Elev 146
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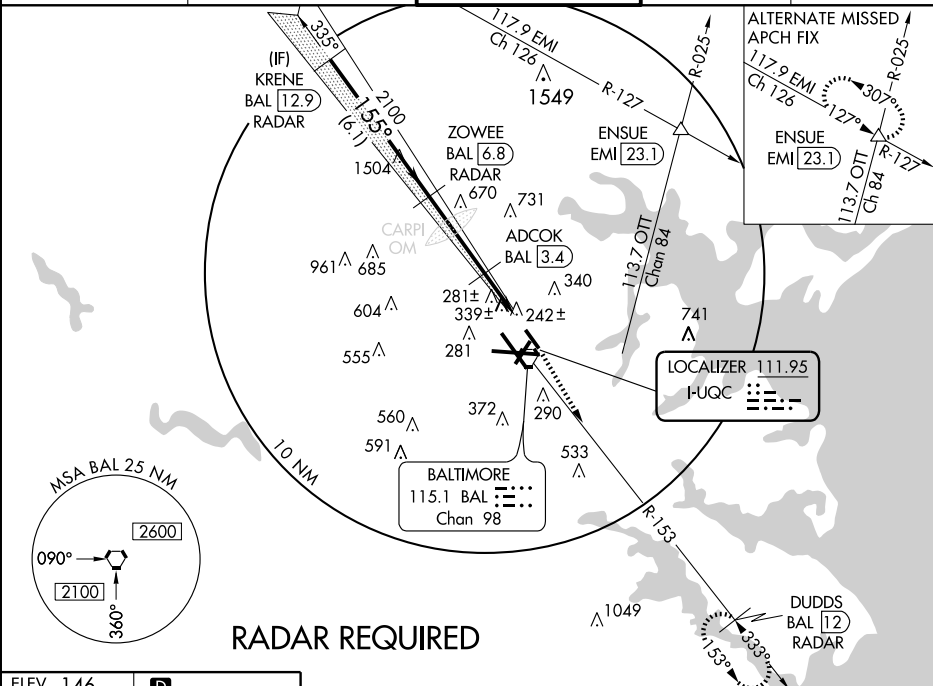
BALTIMORE/ ILS or LOC RWY 15L
WASHINGTON INTL THURGOOD MARSHALL (BWI)

T DME Required.

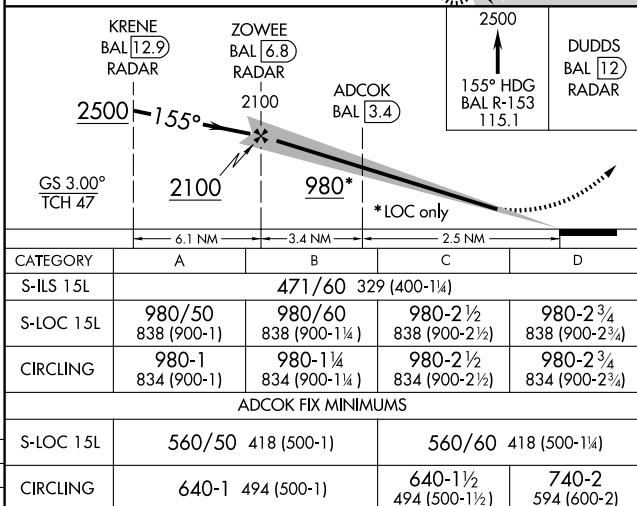
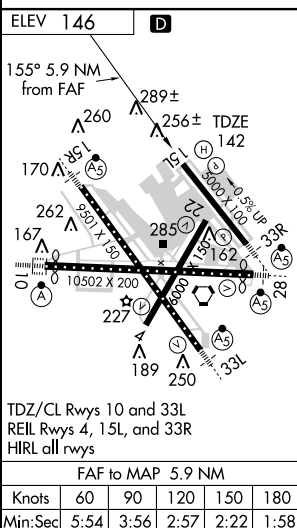
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via heading 155° and BAL R-153 to DUDDS/BAL 12 DME/RADAR and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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RADAR REQUIRED



Baltimore, Maryland

Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

ILS or LOC RWY 15L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

LOC I-OEH	APP CRS	Rwy Idg	10002
109.7	285°	TDZE	142
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 28



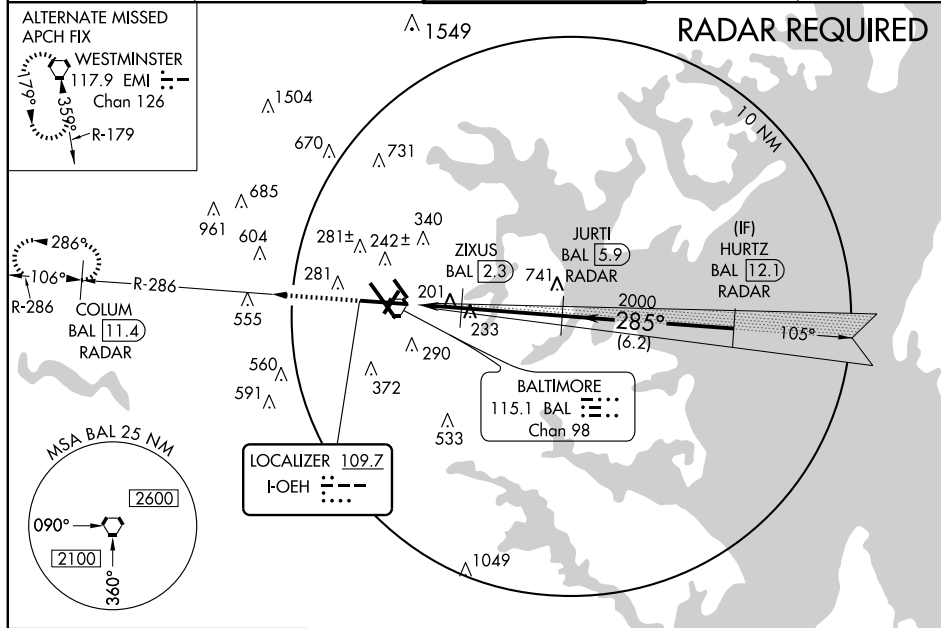
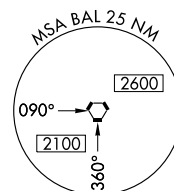
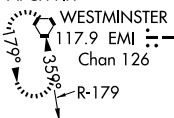
DME Required.

** RVR 1800 authorized with the use of FD or AP or HUD to DA.
ZIXUS Fix minimums: For inoperative MALS, increase S-LOC 28
Cat D visibility to RVR 5000.



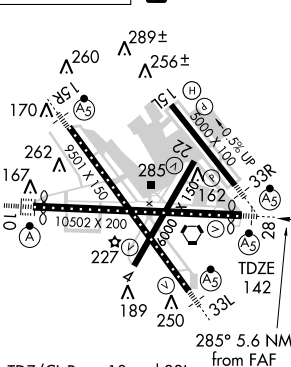
MISSED APPROACH: Climb to 2500 via
BAL R-286 to COLUM/BAL 11.4 DME/
RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

ALTERNATE MISSED
APCH FIX

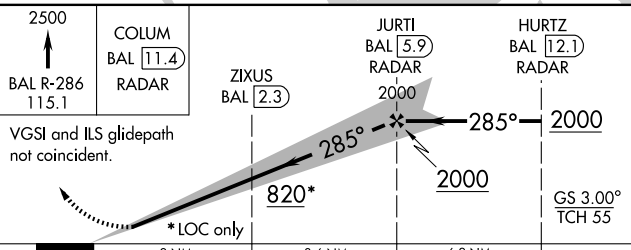
ELEV 146

D



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

FAF to MAP 5.6 NM				
Knots	60	90	120	150
Min:Sec	5:36	3:44	2:48	2:14
				1:52



CATEGORY	A	B	C	D
S-ILS 28	**342/24 200 (200-1/2)			
S-LOC 28	820/24 678 (700-1/2)	820-1 1/2 678 (700-1/2)	820-1 3/4 678 (700-1 3/4)	820-2 1/4 678 (700-2 1/4)
CIRCLING	820-1 674 (700-1)	820-2 674 (700-2)	820-2 1/4 674 (700-2 1/4)	820-2 1/4 674 (700-2 1/4)
ZIXUS FIX MINIMUMS				
S-LOC 28	460/24 318 (400-1/2)			460/40 318 (400-3/4)
CIRCLING	640-1 494 (500-1)	640-1 1/2 494 (500-1 1/2)	740-2 594 (500-2)	740-2 594 (500-2)

BALTIMORE, MARYLAND

Amdt 16 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

ILS or LOC RWY 28

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-RUX 111.7	APP CRS 335°	Rwy ldg TDZE Apt Elev	9501 142 146
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BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 33L

▼ DME Required.



MISSED APPROACH: Climb to 3000 via BAL R-334 to BMORE/BAL 13.8 DME/RADAR and hold.

ATIS
115.1 127.8

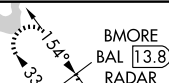
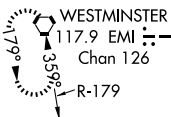
POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

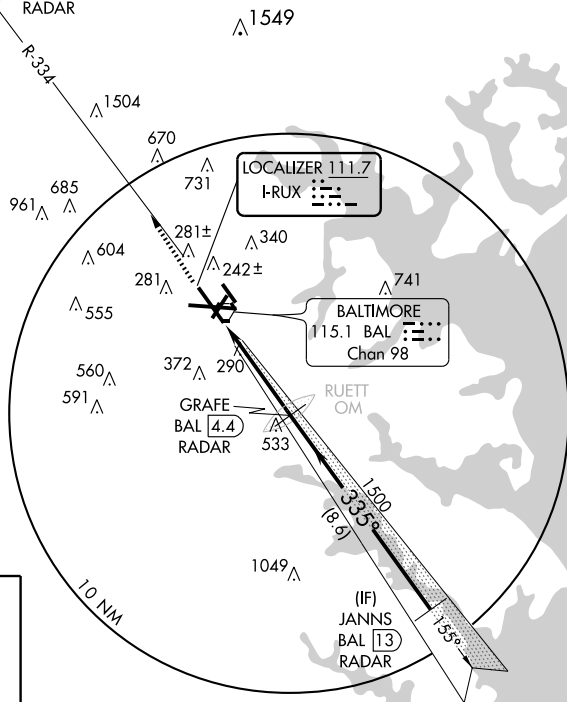
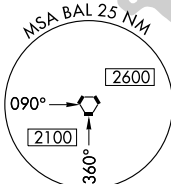
GND CON
121.9

CLNC DEL
118.05

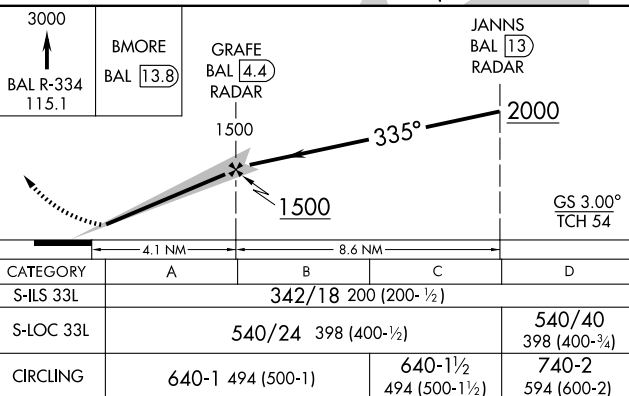
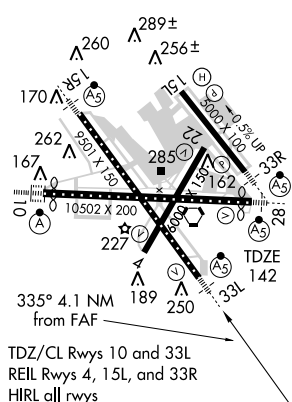
ALTERNATE MISSED
APCH FIX



RADAR REQUIRED



ELEV 146



BALTIMORE, MARYLAND
Amdt 10 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W

ILS or LOC RWY 33L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BWI	APP CRS	Rwy Idg	5000
<u>111.95</u>	335°	TDZE	124
		Apt Elev	146

BALTIMORE/ ILS or LOC RWY 33R
WASHINGTON INTL THURGOOD MARSHALL (BWI)

T Autopilot coupled approach NA below 700.
DME required.

MALSR

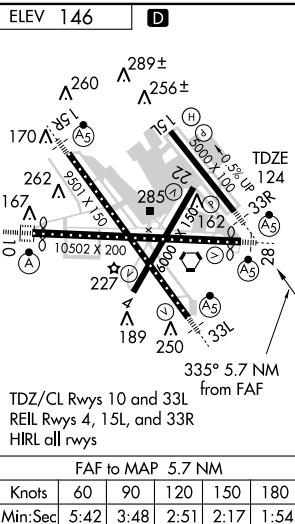
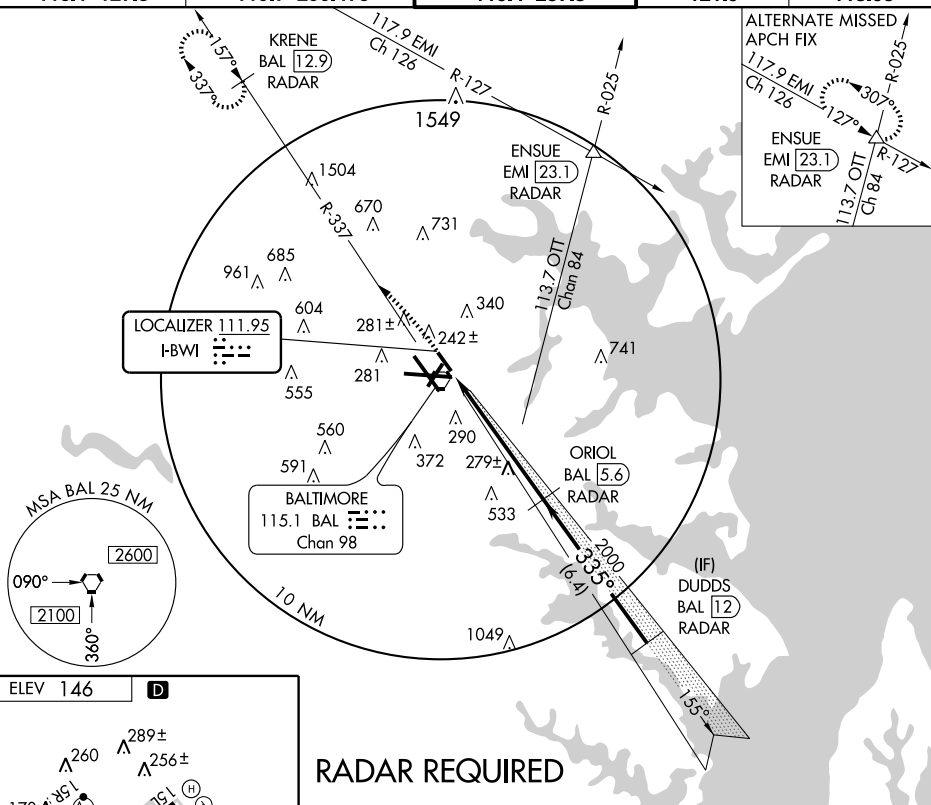
MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.

ATIS
115.1 127.8

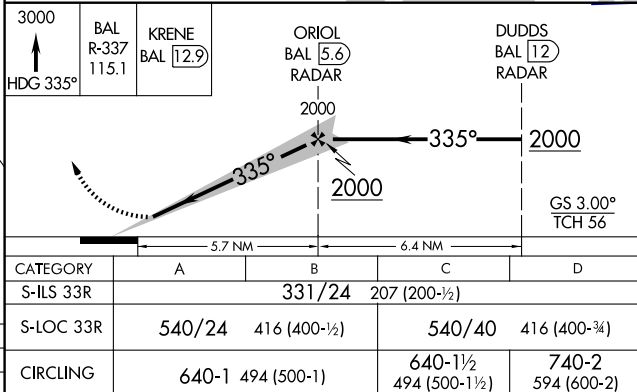
POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER	
119.4	257.8

GND CON
121.9

CLNC DEL
118.05

RADAR REQUIRED



BALTIMORE, MARYLAND
Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W ILS or LOC RWY 33R

NE-3. 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BAL 109.7	APP CRS 105°	Rwy Idg TDZE Apt Elev	9952 143 146
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BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS RWY 10 (CAT II)



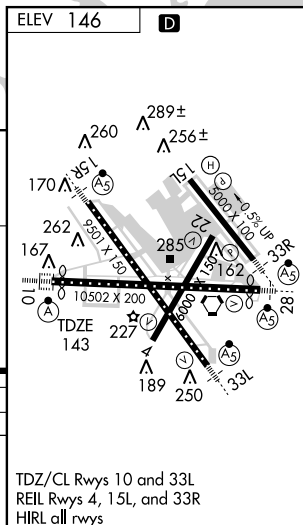
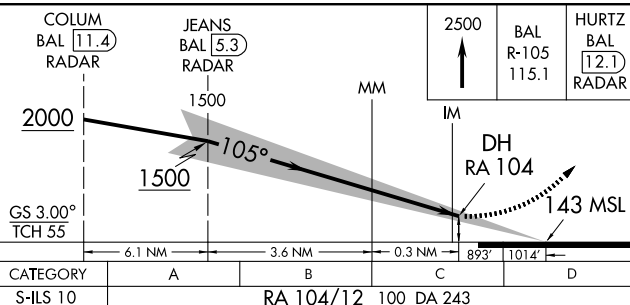
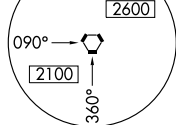
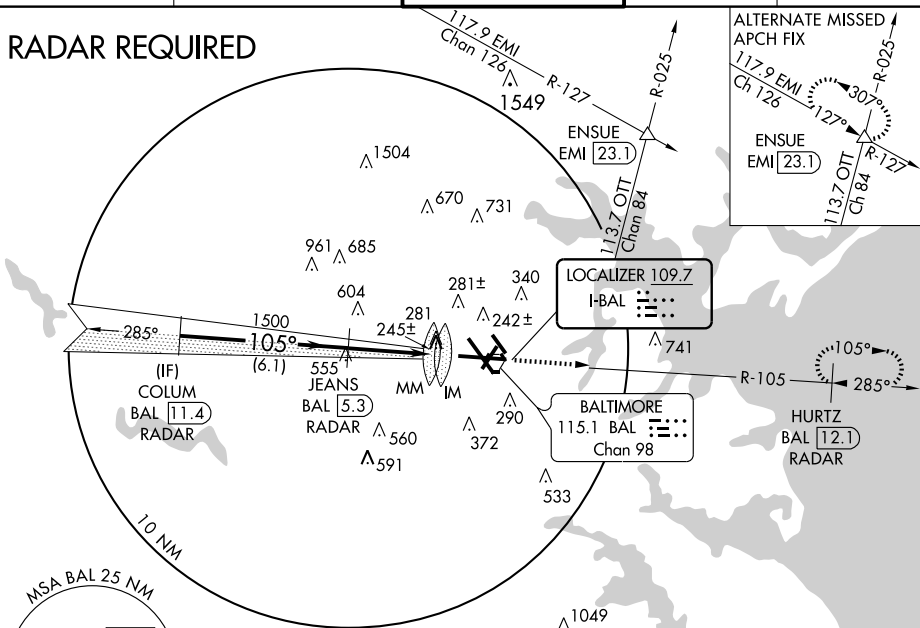
DME Required.



MISSED APPROACH: Climb to 2500 via BAL R-105
to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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RADAR REQUIRED



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIREL all rwy's

LOC I-BAL <u>109.7</u>	APP CRS 105°	Rwy Idg 9952 TDZE 143 Apt Elev 146
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BALTIMORE/ ILS RWY 10 (CAT III)
WASHINGTON INTL THURGOOD MARSHALL (BWI)



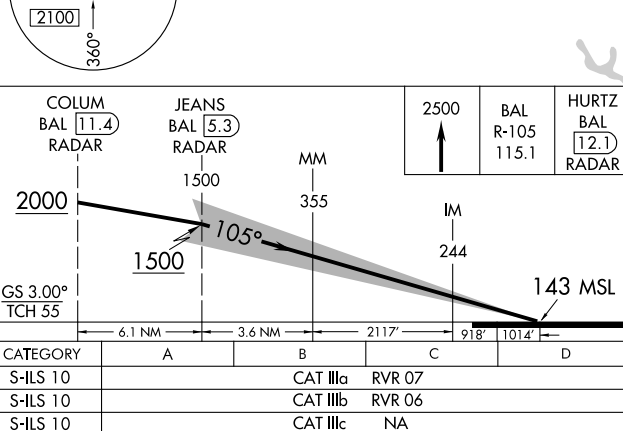
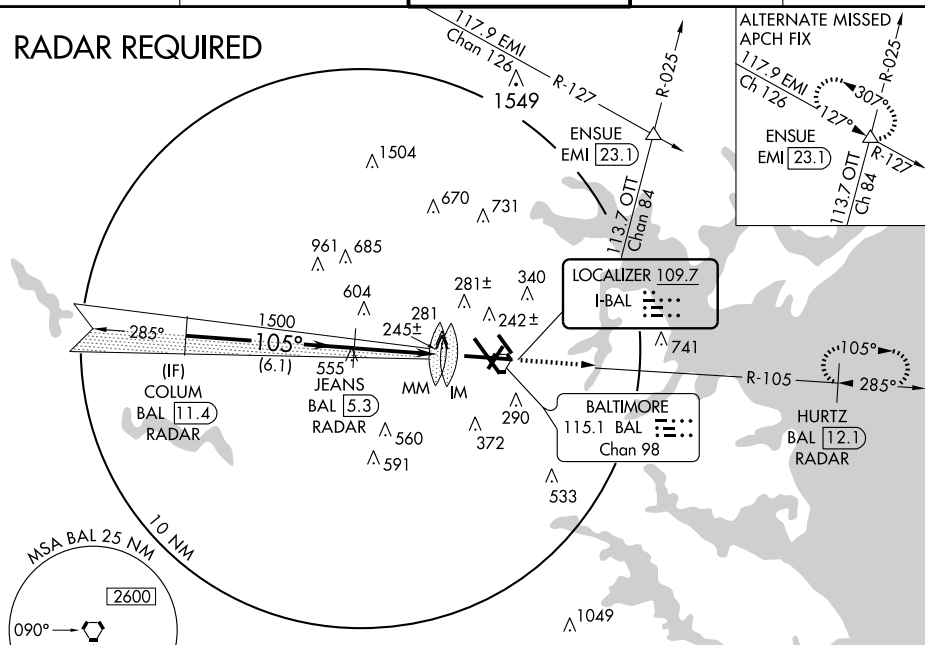
DME Required.



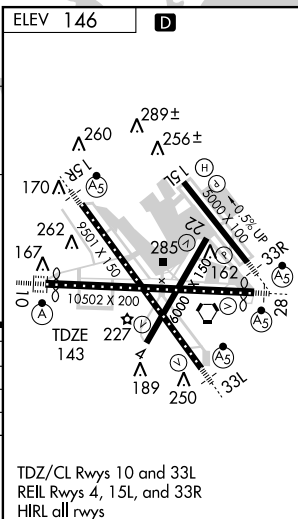
MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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RADAR REQUIRED



CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

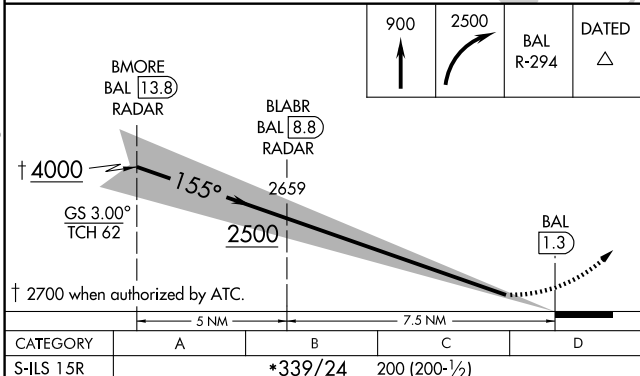
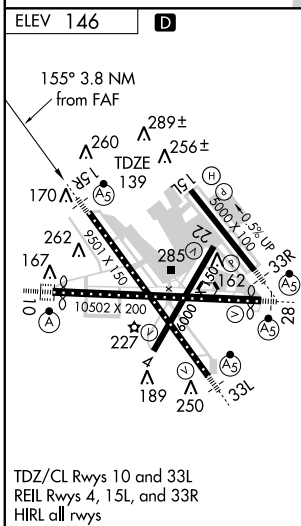
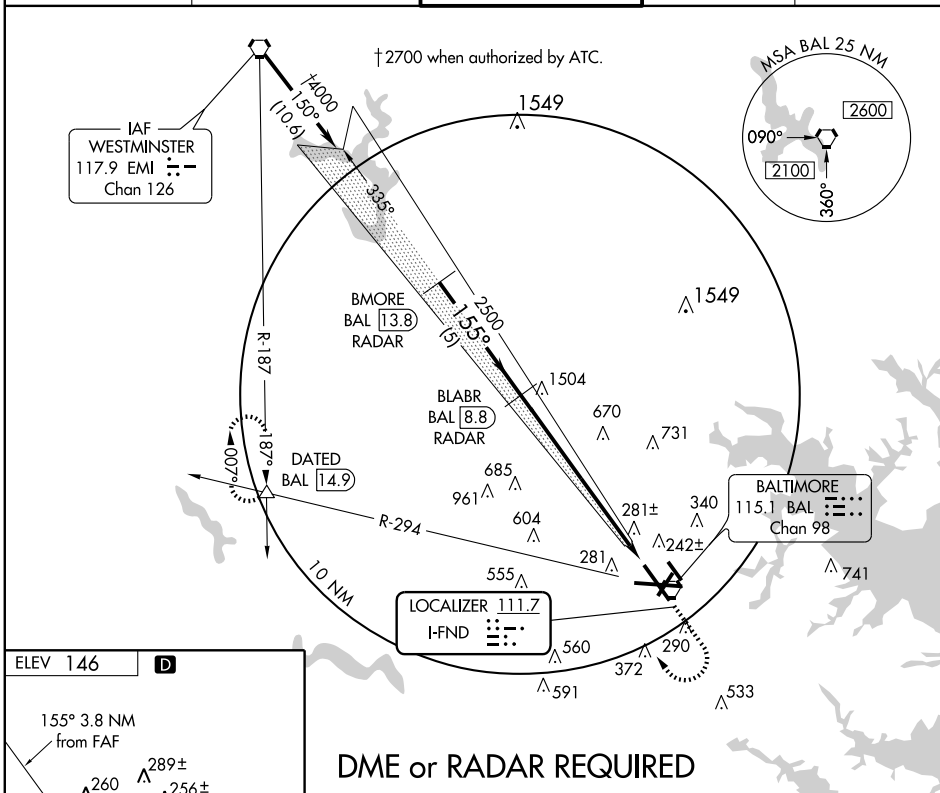


LOC I-FND <u>111.7</u>	APP CRS 155°	Rwy Idg TDZE Apt Elev	9501 139 146
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BALTIMORE/ ILS RWY 15R
WASHINGTON INTL THURGOOD MARSHALL (BWI)

<p>▼ *RVR 1800 authorized with use of FD or AP or HUD to DA. DME from BAL VORTAC.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 900, then climbing right turn to 2500 via BAL R-294 to DATED Int/BAL 14.9 DME and hold.</p>
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ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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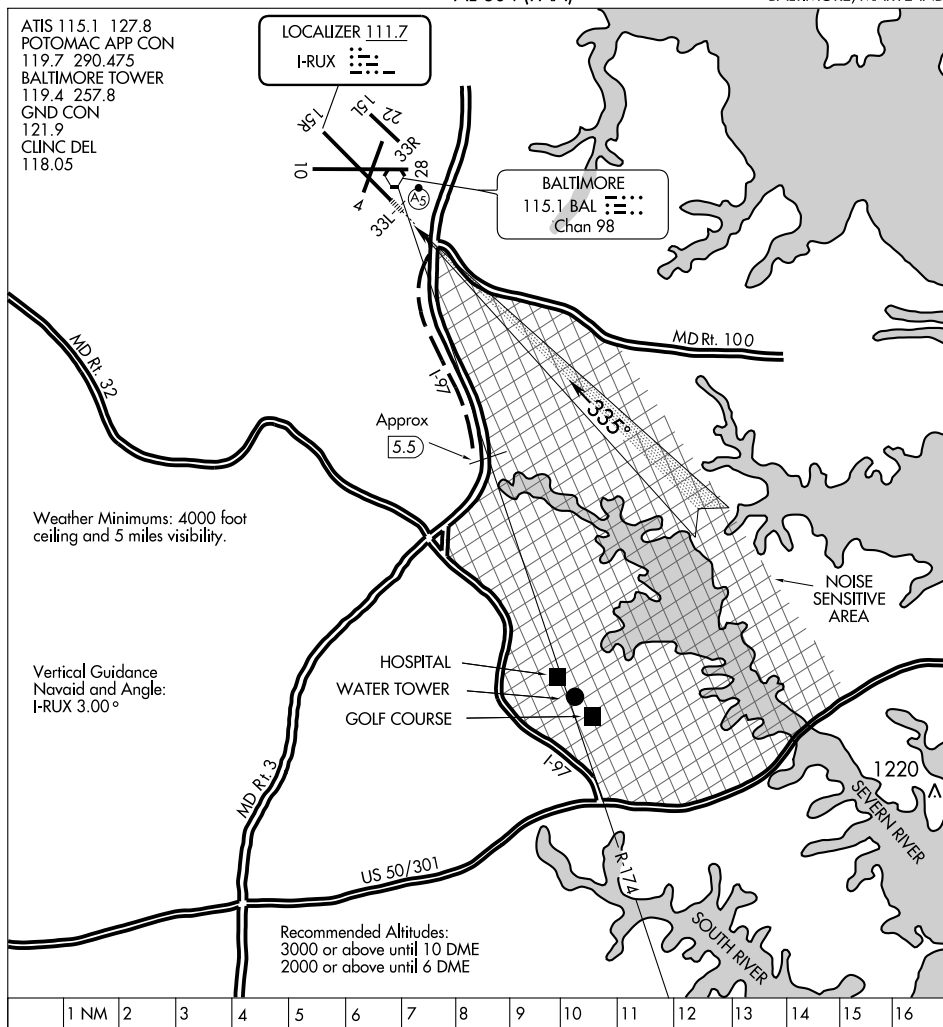
INTERSTATE VISUAL RWY 33L

BALTIMORE/

WASHINGTON INTL THURGOOD MARSHALL (BWI)

AL-804 (FAA)

BALTIMORE, MARYLAND



INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALS R will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbo-jets arriving via OTT VORTAC.

INTERSTATE VISUAL RWY 33L

BALTIMORE/ 39°11'N-76°40'W

BALTIMORE, MARYLAND

WASHINGTON INTL THURGOOD MARSHALL (BWI)

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY
RGNL

MARTIN STATE

ARMEL
113.5 AML
Chan 82

BALTIMORE/
WASHINGTON INTL
THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

DEALE
N38°47.87'
W76°32.01'

RIPKN
N38° 55.90'
W76° 34.05'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 6000'.

RAVNN
N38° 48.27'
W76° 31.08'

CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at FL 190.

SACCO
N38°40.23'
W77°22.90'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 16,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'-W76°44.68'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at
or below 9000'.

BROOKE
114.5 BRV
Chan 92
N38°20.18'-W77°21.17'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'
and 280 Kts.

NOTE:

This STAR applicable
to turbojet aircraft only.

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'.

NOTE:

All part 91, 101, 103, 105,
125, 133, 135 and 137 flight
operations are prohibited on the
CASANOVA TRANSITION.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'

L-36, H-10-12

OGATE
N38° 03.48'
W77° 31.07'

PEGBY
N38° 04.72'
W77° 12.06'

RICHMOND
114.1 RIC
Chan 88
N37°30.14'-W77°19.22'

L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence
. . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NOTTINGHAM SIX ARRIVAL

(OTT.OTT6) 08101

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010

(PALEO3.PALEO) 08157

PALEO THREE DEPARTURE

BALTIMORE/

WASHINGTON INTL THURGOOD MARSHALL (BWI)

SL-804 (FAA)

BALTIMORE, MARYLAND

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

ARMEL
113.5 AML
Chan 82

BALTIMORE
115.1 BAL
Chan 98
N39°10.26'-W76°39.68'

ATLANTIC CITY
108.6 ACY
Chan 23
N39°27.35'-W74°34.58'
L-34, H-10-12

SMYRNA
111.4 ENO
Chan 51
N39°13.90'-W75°30.96'
L-34, H-10-12

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'-W74°48.02'
L-34, H-10-12

NOTTINGHAM
113.7 OT
Chan 84

TAKE-OFF MINIMUMS:

Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.

Rwys 33L, 33R, 1400-3 or STANDARD with minimum
climb of 250' per NM to 1900'.

NOTE: Rwy 15L: Trees 620' left of DER, 57' AGL/172' MSL.

NOTE: Rwy 33R: Trees 914' right of DER, 124' AGL/266' MSL.
Trees 648' left of DER, 106' AGL/248' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:

JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . .

PROPS: Fly runway heading. Thence . . .

TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . .

. . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.

ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.

SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.

SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

PALEO THREE DEPARTURE

(PALEO3.PALEO) 08157

BALTIMORE/

WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

LANDING RWY 10: Depart ZAKTO heading
299° for vectors to final approach course.

CASANOVA
CSN
Expect to cross
at FL190.

SACCO

16000

FIMBO

16000

UDUDE

14000

REXEE

12000

NOTTINGHAM
OTT

9000

RAVNN

6000

SABBI
Expect to cross
at 15000.

LANDING BWI RWY 33 or
LANDING MTN RWYs 15/33:
After RAVNN expect radar
vectors to final approach course.

NOTE: RADAR REQUIRED

NOTE: This STAR applicable to turbojet
aircraft only.NOTE: All part 91, 101, 103, 105, 125,
133, and 137 flight operations are
prohibited on the CASANOVA
TRANSITION.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Maintain last ATC assigned altitude
until cleared to "DESCEND VIA
THE RAVNN THREE ARRIVAL".

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.RAVNN3):RICHMOND TRANSITION (RIC.RAVNN3):

From OTT VORTAC via 072° track to
RAVNN, thence as depicted to ZAKTO,
depart ZAKTO heading 299° for vectors
to final approach course.

NOTE: Chart not to scale.

RAVNN THREE ARRIVAL (RNAV)

(RAVNN.RAVNN3) 09239

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS 058°	Rwy Idg TDZE Apt Elev	6000 146 146
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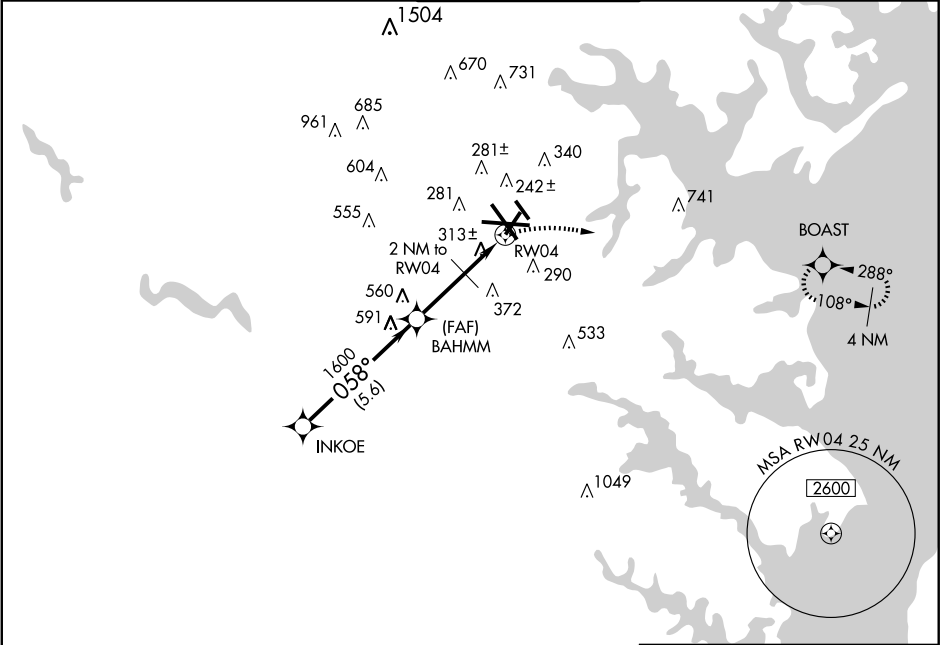


A NA

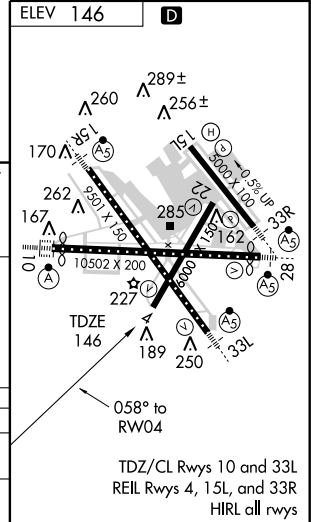
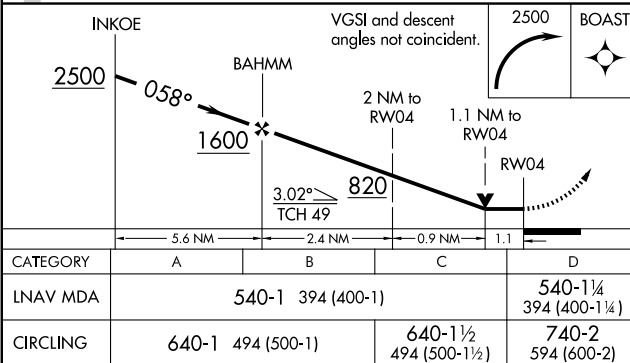
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct BOAST WP and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118,05
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RADAR REQUIRED



Baltimore, Maryland

Orig-A 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

RNAV (GPS) RWY 4

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

WAAS CH 40108 W15A	APP CRS 155°	Rwy Idg TDZE Apt Elev	5000 142 146
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BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNAV (GPS) RWY 15L

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500
direct DUDDS and hold.

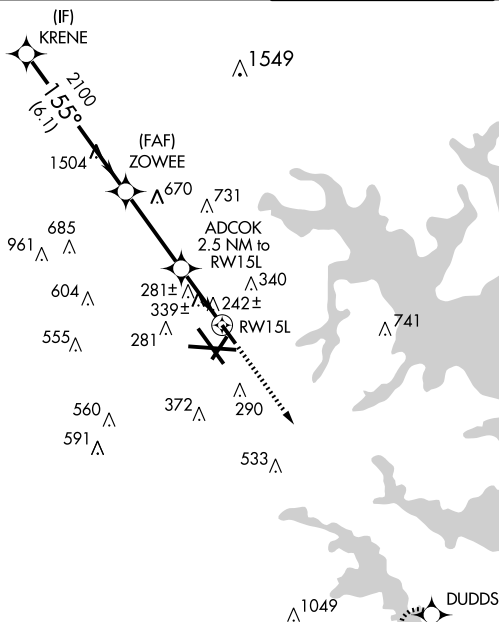
ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

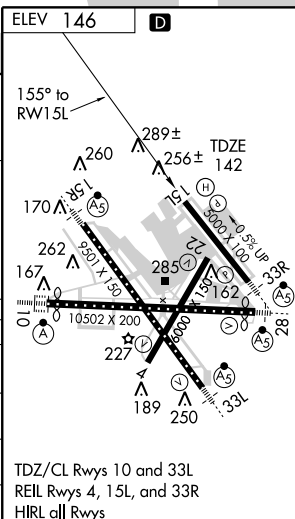
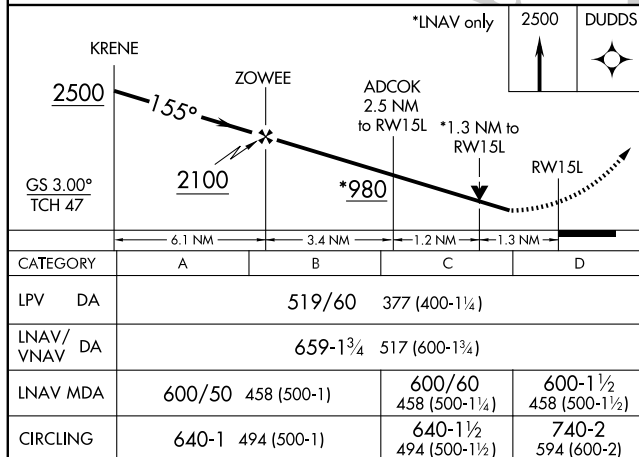
BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05



RADAR REQUIRED



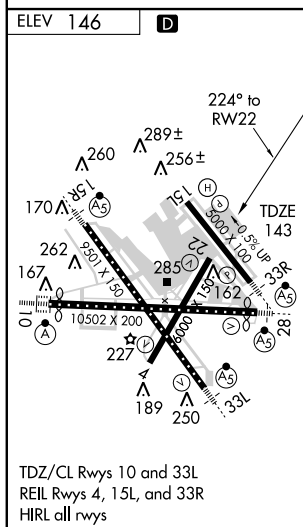
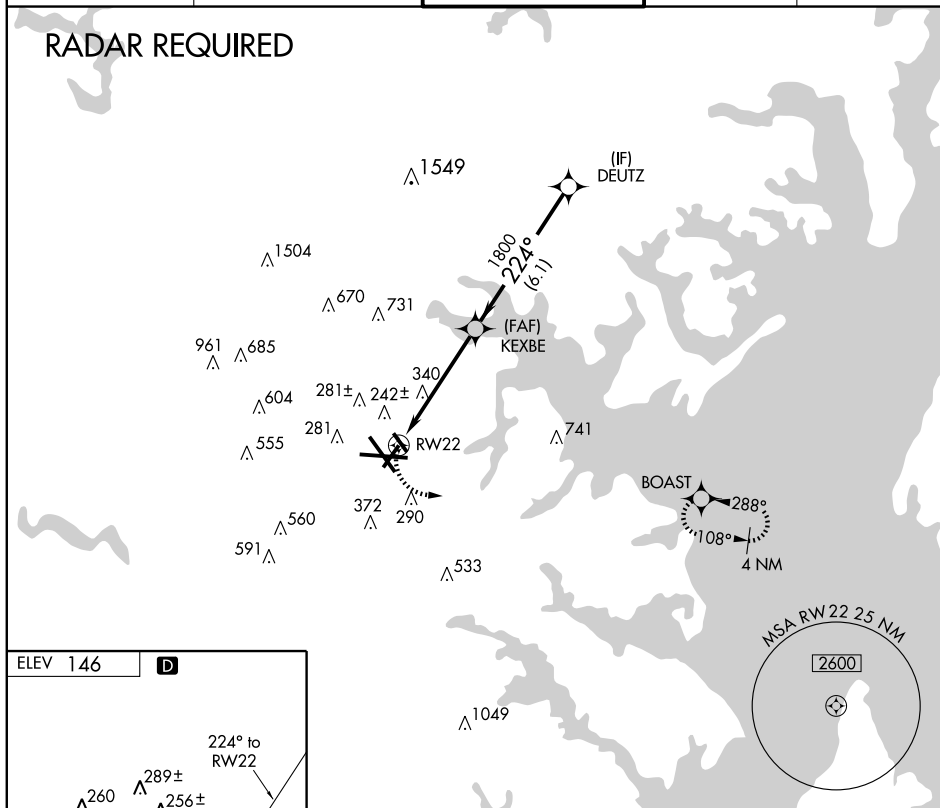
APP CRS 224°	Rwy Idg TDZE 143	6000
	Apt Elev 146	

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNAV (GPS) RWY 22

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing left turn to 2500 direct BOAST and hold.		
ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05

RADAR REQUIRED



BALTIMORE, MARYLAND
Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

RNAV (GPS) RWY 22

2500 BOAST VGSI and descent angles not coincident.		DEUTZ	
1.3 NM to RW22 RW22 1800 224° 2000		KEXBE 1800 224° 2000	
1.3 3.7 NM 6.1 NM		3.04° TCH 47	
CATEGORY	A	B	C
LNAV MDA	600-1 457 (500-1)	600-1 457 (500-1 1/4)	600-1 1/2 457 (500-1 1/2)
CIRCLING	640-1 494 (500-1)	640-1 1/2 494 (500-1 1/2)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69208 W33B	APP CRS 335°	Rwy Idg 5000 TDZE 124 Apt Elev 146
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BALTIMORE/

RNAV (GPS) RWY 33R

WASHINGTON INTL THURGOOD MARSHALL (BWI)

T For inoperative MALS, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -1.5°C (5°F)
or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MALSR



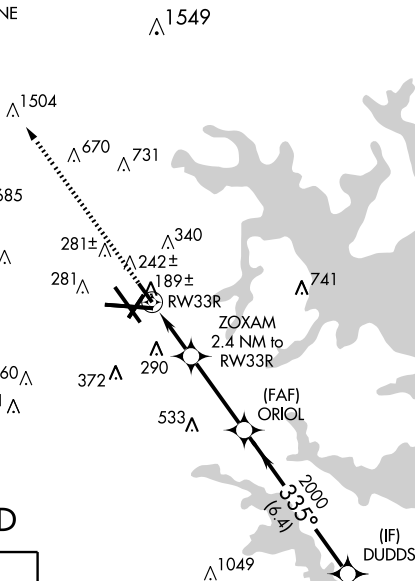
MISSED APPROACH: Climb to 3000
direct KRENE and hold.

ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

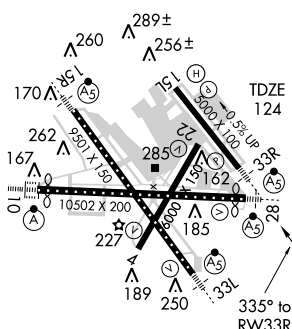
CLNC DEL
118.05

MSA RW33R 25 NM

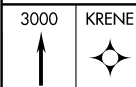
2600

RADAR REQUIRED

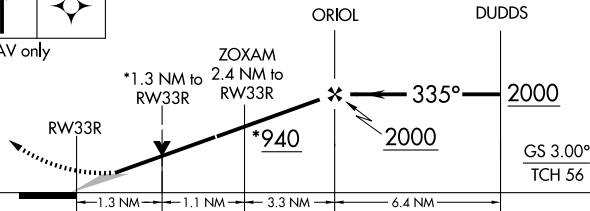
ELEV 146



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all Rwy



*LNAV only



GS 3.00°
TCH 56

CATEGORY		A	B	C	D
LPV	DA	392/24 268 (300-½)			
LNAV/ VNAV	DA	518/50 394 (400-1)			
LNAV MDA		580/24 456 (500-½)	580/40 456 (500-¾)	580/50 456 (500-1)	
CIRCLING		640-1 494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)	

Baltimore, Maryland

Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

RNAV (GPS) RWY 33R

WAAS CH 53707 W10A	APP CRS 105°	Rwy Idg 9952 TDZE 143 Apt Elev 146
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RNAV (GPS) Y RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

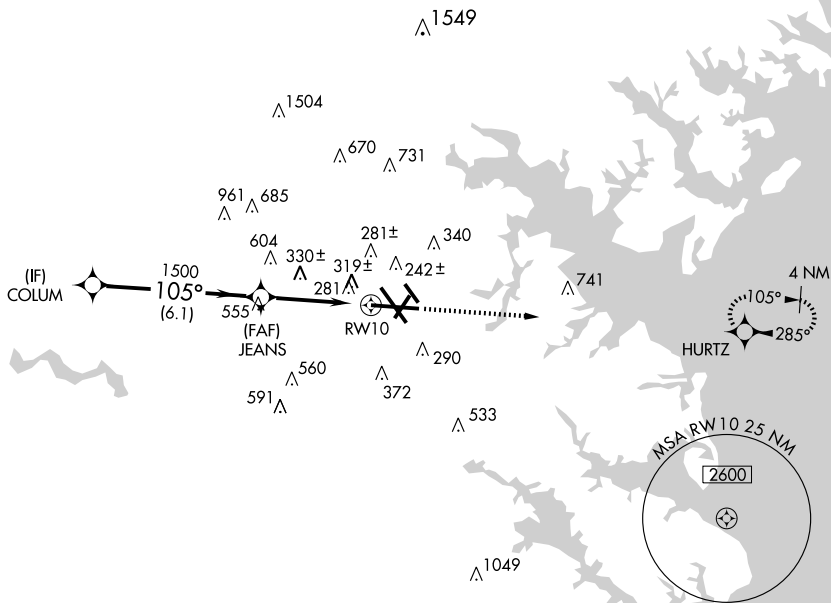
MISSED APPROACH: Climb to 2500
direct HURTZ and hold.

ATIS
115.1 127.8

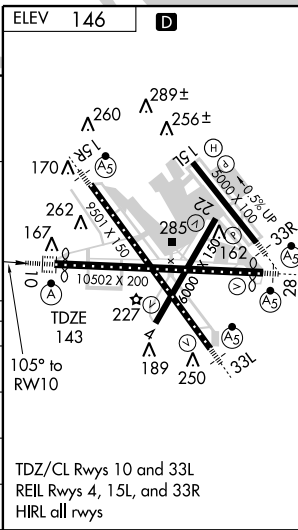
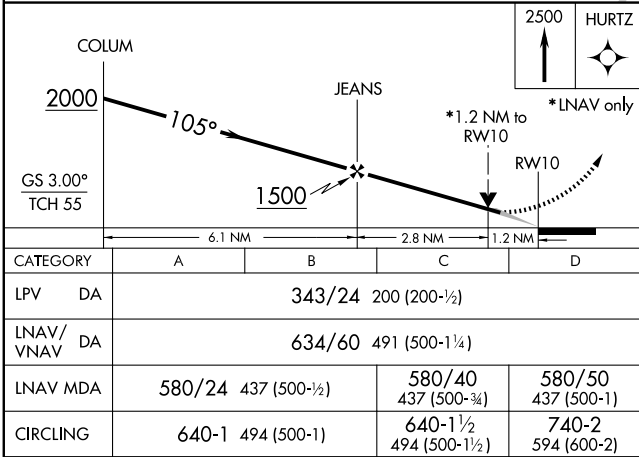
POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

RADAR REQUIRED



BALTIMORE, MARYLAND
Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W RNAV (GPS) Y RWY 10

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66007 W15B	APP CRS 155°	Rwy Idg TDZE Apt Elev	9501 139 146
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RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 2500 direct JANNS
and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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(IAF)
WESTMINSTER
EMI



Procedure NA for arrivals at EMI VORTAC
on airway radials 151 CW 187.

△ 1549

MSA RW15R 25 NM

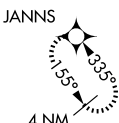
2600

(IF)
BMORE

△ 1549

△ 1504
△ 670
△ 731
(FAF) KEVVN
△ 685
△ 961
△ 379±
△ 604
△ 555
△ 281
RW15R
△ 560
△ 591
△ 372
△ 290
△ 533
TATTO
2.7 NM to RW15R
△ 281±
△ 339±
△ 340
△ 242±
△ 741

MISSED APCH FIX



4 NM

Procedure
Turn NA

BMORE

* LNAV only

2500

JANNS

2500

155°

KEVVN

TATTO
2.7 NM to RW15R

* 1.3 NM to RW15R

GS 3.00°

TCH 55

2100

* 1060

RW15R

6.7 NM

3.2 NM

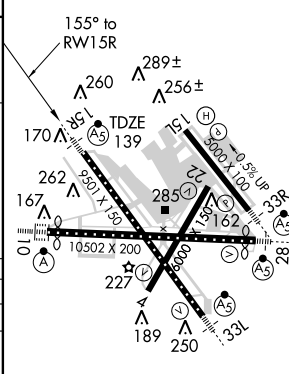
1.4 NM

1.3

CATEGORY	A	B	C	D
LPV DA	339/24 200 (200-½)			
LNAV/VNAV DA	659/60 520 (600-1¼)			
LNAV MDA	600/24 461 (500-½)	600/40 461 (500-¾)	600/50 461 (500-1)	
CIRCLING	640-1 494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)	

ELEV 146

D



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

WAAS CH 48808 W28A	APP CRS 285°	Rwy Idg 10002 TDZE 142 Apt Elev 146
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BALTIMORE/ **RNAV (GPS) Y RWY 28**
WASHINGTON INTL THURGOOD MARSHALL (BWI)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.



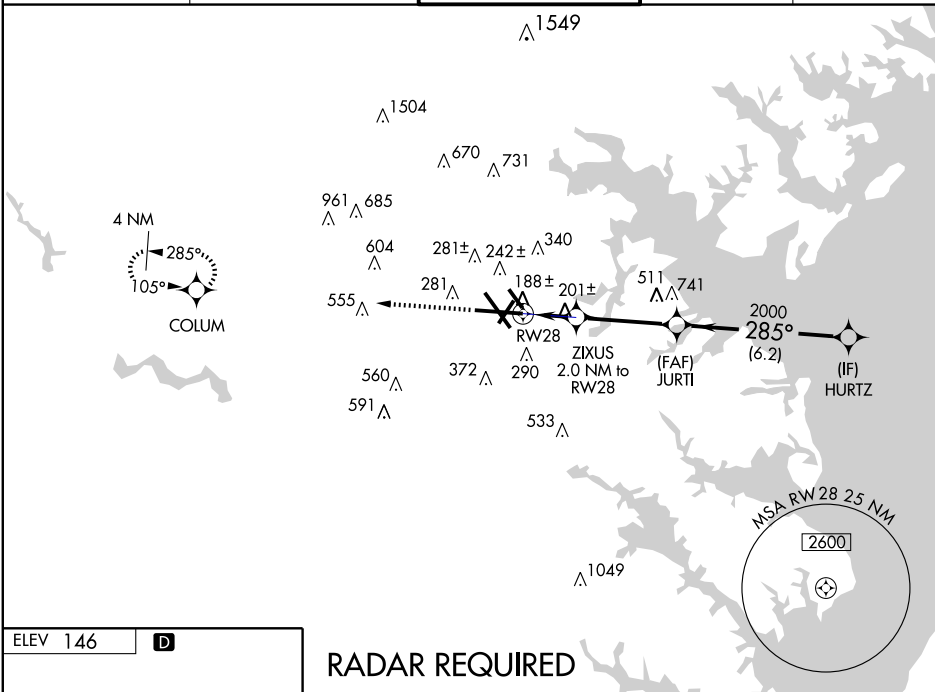
MISSED APPROACH: Climb to 2500
direct COLUM and hold.

ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

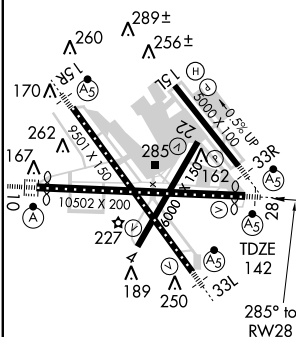
BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

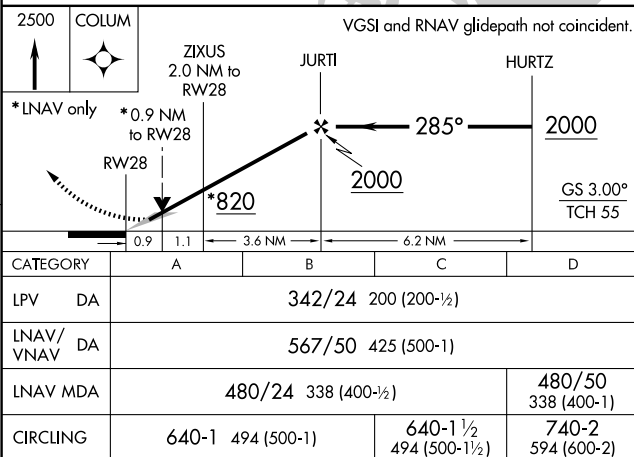
ELEV 146

D



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HRL all rwy

RADAR REQUIRED



BALTIMORE, MARYLAND
Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W RNAV (GPS) Y BWM 28

RNAV (GPS) Y RWY 28

WAAS CH 82207 W33A	APP CRS 335°	Rwy Idg TDZE 142 Apt Elev 146	9501
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RNAV (GPS) Y RWY 33L**BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)**

▼ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000
direct BMORE and hold.

ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

RADAR REQUIRED

△ 1549

△ 1504

△ 670 △ 731

961 △

685 △

604 △

555 △

560 △

591 △

281± △
242± △
281 △

250± △

372 △

290 △

533 △

1500

335°

1049 △

(IF) JANNIS

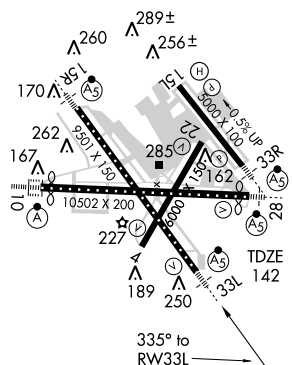
△ 741

(FAF) GRAFE

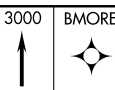
MSA RW33L 25 NM

2600

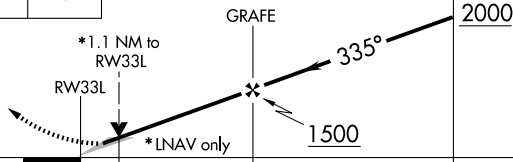
ELEV 146

D

TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy



VGSI and RNAV glidepath not coincident. JANNIS



CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/VNAV DA	510/40 368 (400-¾)			
LNAV MDA	540/24 398 (400-½)			540/50 398 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

BALTIMORE, MARYLAND
Amdt 1 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W

RNAV (GPS) Y RWY 33L

APP CRS	Rwy Idg	9952
105°	TDZE	143
	Apt Elev	146

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)



For uncompensated Baro-VNAV systems, procedure NA below
-13°C (9°F) or above 48°C (118°F). GPS Required.
For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.

ALSF-2

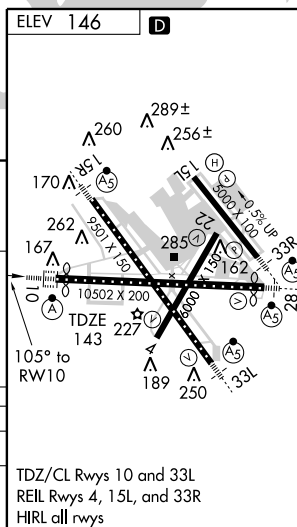
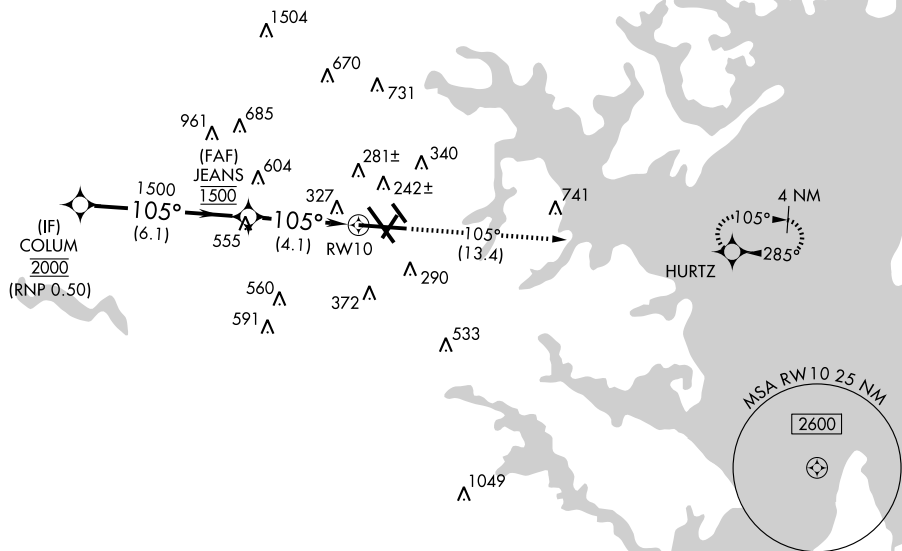


MISSED APPROACH: Climb to 2500
via track 105° to HURTZ and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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RADAR REQUIRED

△ 1549



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy's

<div><div>COLUM</div><div><u>2000</u></div><div>Procedure Turn NA</div><div>GP 3.00°</div><div>TCH 55</div></div> <div><div>JEANS</div><div>1500</div><div><u>1500</u></div></div> <div><div>RWY10</div></div> <div><div>2500</div><div>↑</div><div>105° TRK</div></div> <div><div>HURTZ</div><div></div></div>				
<div><div>105°</div><div>6.1 NM</div><div>4.1 NM</div></div>				
CATEGORY	A	B	C	D
RNP 0.30 DA	660/60 517 (600-1¼)			

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

APP CRS 155°	Rwy Idg TDZE Apt Elev	9501 139 146
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RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.20 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1¾.



MISSED APPROACH: Climb to 2500 via track 155° to JANNS and hold.

ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

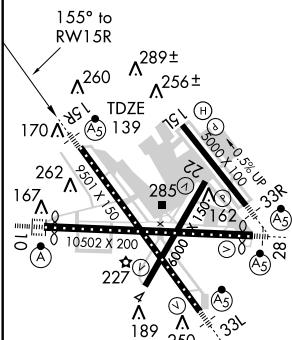
(IAF)
WESTMINSTER
EMI
4000
(RNP 0.50)

Procedure NA for arrivals
at EMI VORTAC on airway
radials 151 CW 187.

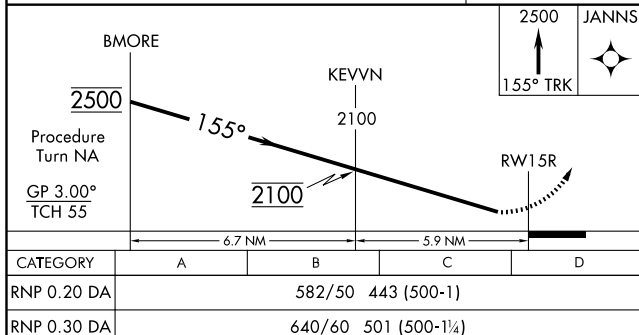


ELEV 146

D



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy's



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

BALTIMORE, MARYLAND
Orig-A 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39° 11'N - 76° 40'W

RNAV (RNP) Z RWY 15R

APP CRS 335°	Rwy Idg TDZE Apt Elev	9501 142 146
------------------------	-----------------------------	---

BALTIMORE/ **RNAV (RNP) Z RWY 33L**
WASHINGTON INTL THURGOOD MARSHALL (BWI)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (118°F). For inoperative MALS, increase RNP 0.30 visibility to RVR 6000.



MISSED APPROACH:
Climb to 2600 via track
335° to BMORE and hold.

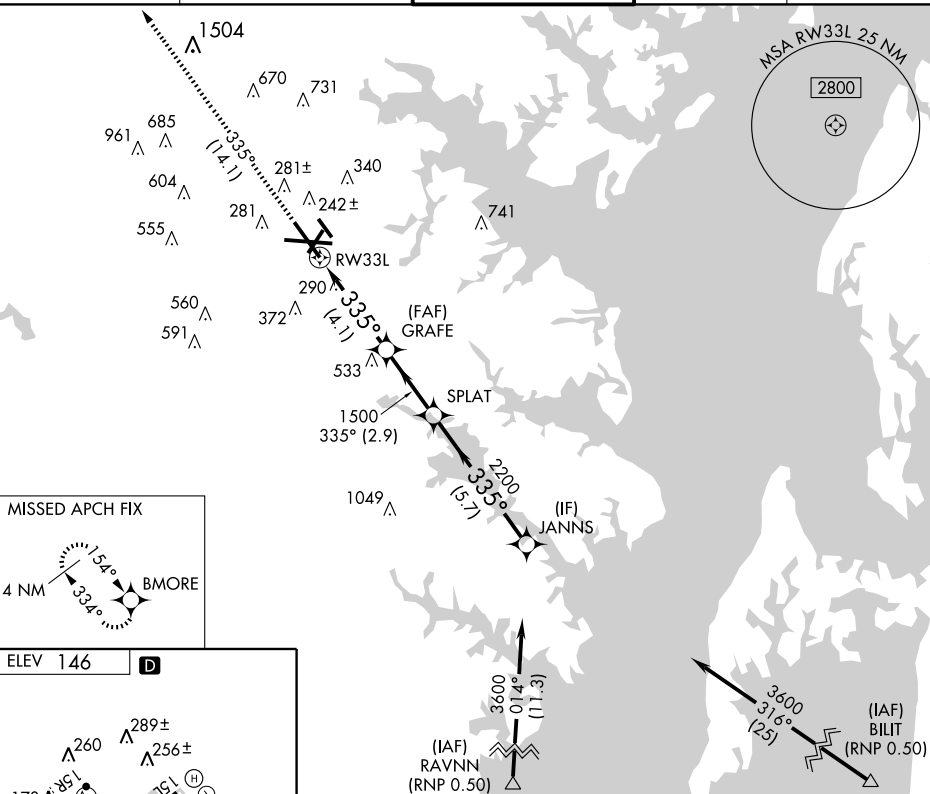
ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

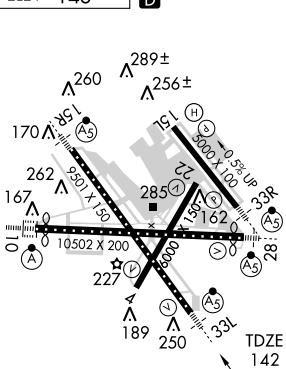


MISSED APCH FIX

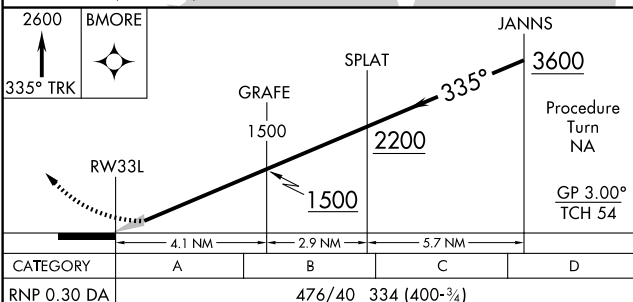


ELEV 146

D



TDZ/CL Rws 10 and 33L
REIL Rws 4, 15L, and 33R
HIRL all rws



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

(SWANN3.SWANN) 08157

SWANN THREE DEPARTURE

BALTIMORE/

WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)

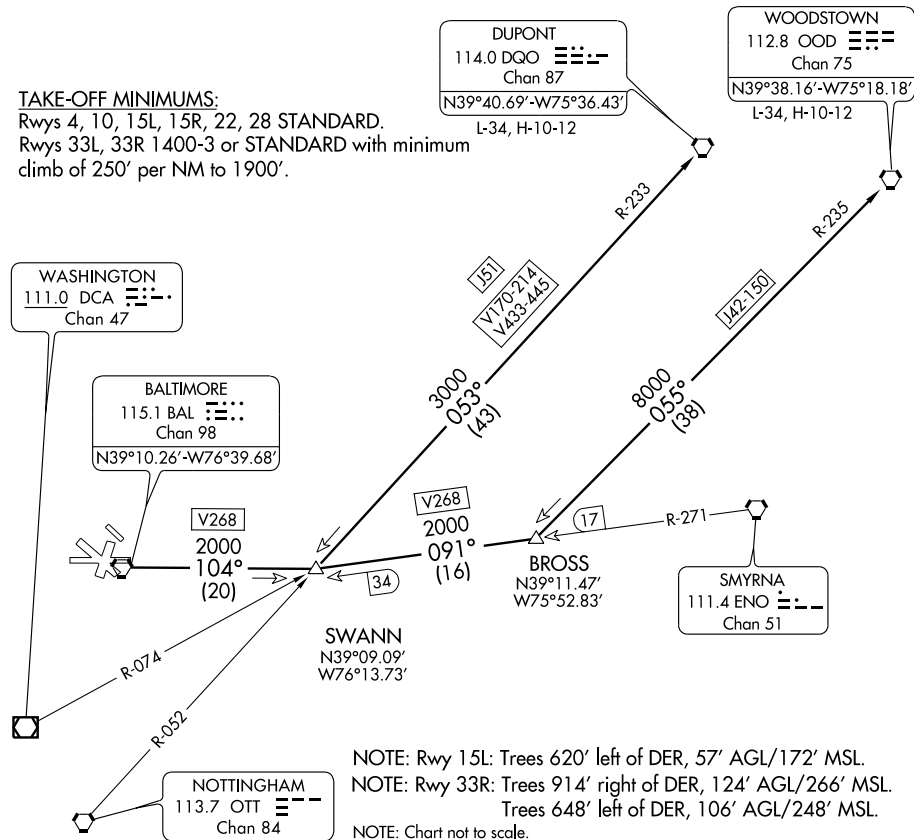
BALTIMORE, MARYLAND

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

TAKE-OFF MINIMUMS:

Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.

Rwys 33L, 33R 1400-3 or STANDARD with minimum
climb of 250' per NM to 1900'.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:

JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....

PROPS: Fly runway heading. Thence....

TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence....

....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.

DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.

WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.

SWANN THREE DEPARTURE
(SWANN3.SWANN) 08157

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND

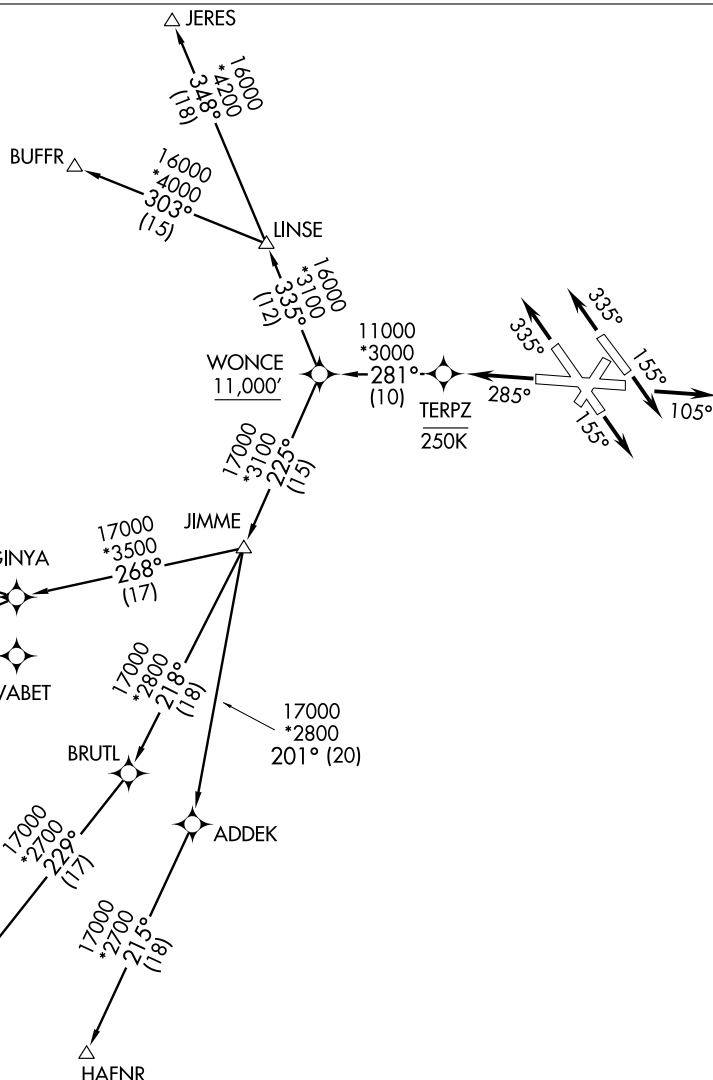
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

TERPZ TWO DEPARTURE (RNAV)

WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

ATIS 115.1 127.8
BALTIMORE TOWER
119.4 257.8
CLNC DEL
118.05
GND CON
121.9



TAKE-OFF MINIMUMS:

Rwys 4, 22: NA - Air Traffic.

Rwys 10, 15R, 15L, 28, 33R, 33L: STANDARD with minimum climb of 500 feet per NM to 2,500. ATC climb of 500 feet per NM to 11,000.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Do not exceed 250 Kias until passing TERPZ.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15R: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .

TAKE-OFF RUNWAY 15L: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .

TAKE-OFF RUNWAY 33R: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .

TAKE-OFF RUNWAY 33L: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 105°, or as assigned, for radar vectors to TERPZ, Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 285°, or as assigned, for radar vectors to TERPZ, Thence. . . .

. . . . via assigned transition, expect further clearance to filed altitude within 10 minutes after departure.

BUFFR TRANSITION (TERPZ2.BUFFR):

FLUKY TRANSITION (TERPZ2.FLUKY):

HAFNR TRANSITION (TERPZ2.HAFNR):

JERES TRANSITION (TERPZ2.JERES):

LINDEN TRANSITION (TERPZ2.LDN):

RAMAY TRANSITION (TERPZ2.RAMAY):

TAKE-OFF OBSTACLES:

Rwy 28: Tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL.

Rwy 15R: Multiple trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL.

Rwy 15L: Multiple trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL.

Rwy 33R: Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

Rwy 33L: Fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL.

Rwy 10: Building 52' from DER, 319' left of centerline, 13' AGL/133' MSL.

VORTAC BAL 115.1 Chan 98	APP CRS 059°	Rwy ldg TDZE Apt Elev	6000 146 146
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BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

VOR/DME RWY 4



MISSED APPROACH: Climbing right turn to 2500
via BAL R-108 to BOAST Int/BAL 11 DME and hold.

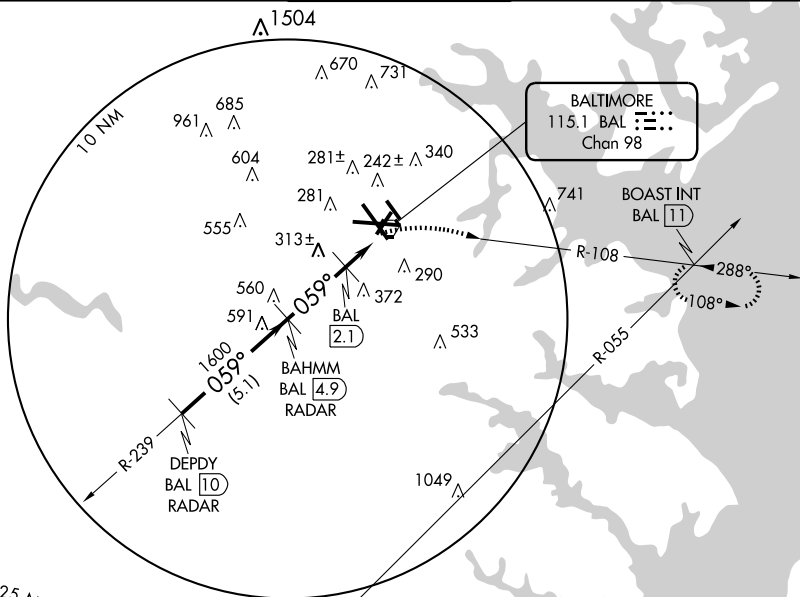
ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

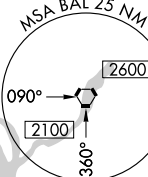
BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CINC DEL
118.05

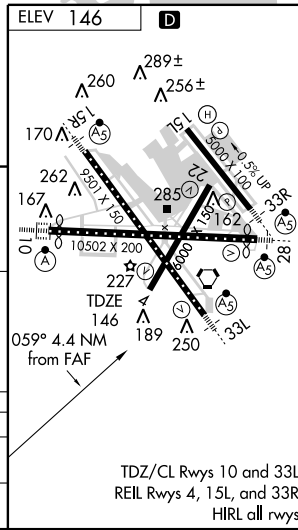
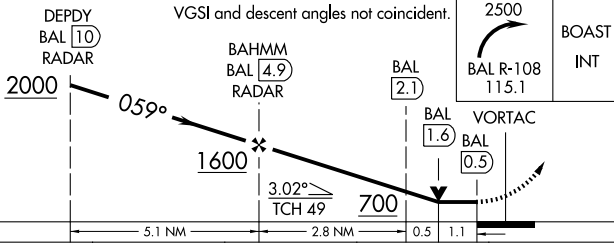


RADAR REQUIRED



113.1 ADW
Chan 78

VGSI and descent angles not coincident.



VORTAC BAL
115.1
Chan **98**

APP CRS
172°

Rwy Idg
TDZE
Apt Elev

5000
142
146

BALTIMORE/

WASHINGTON INTL THURGOOD MARSHALL (BWI)

VOR/DME RWY 15L



MISSED APPROACH: Climb to 2500 via BAL
R-153 to DUDDS Int/BAL 12 DME and hold.

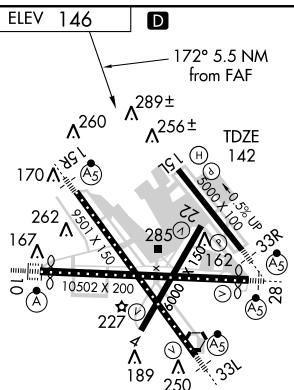
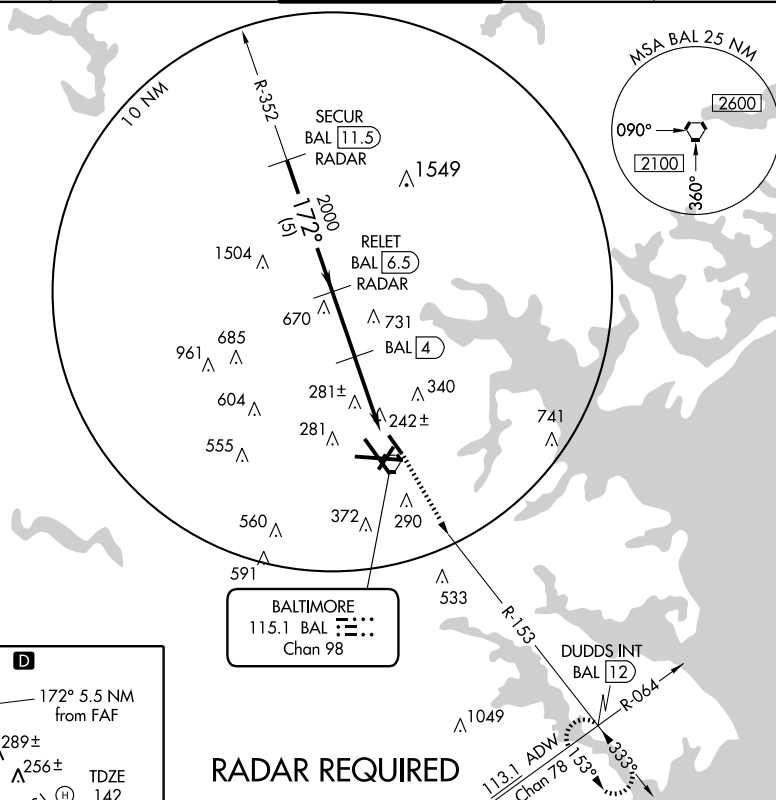
ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

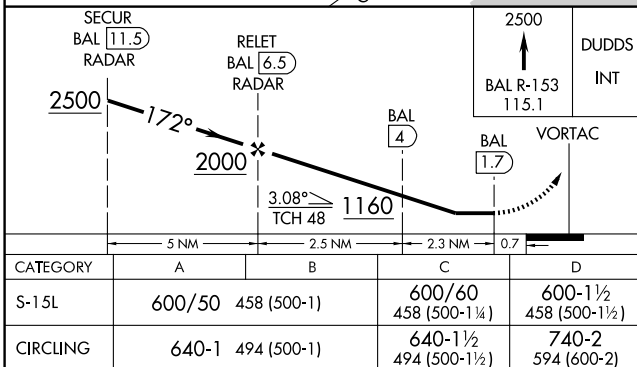
GND CON
121.9

CLNC DEL
118.05



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

RADAR REQUIRED



VORTAC BAL 115.1 Chan 98	APP CRS 214°	Rwy Idg TDZE Apt Elev	6000 143 146
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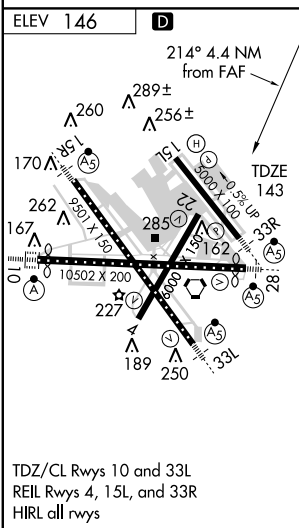
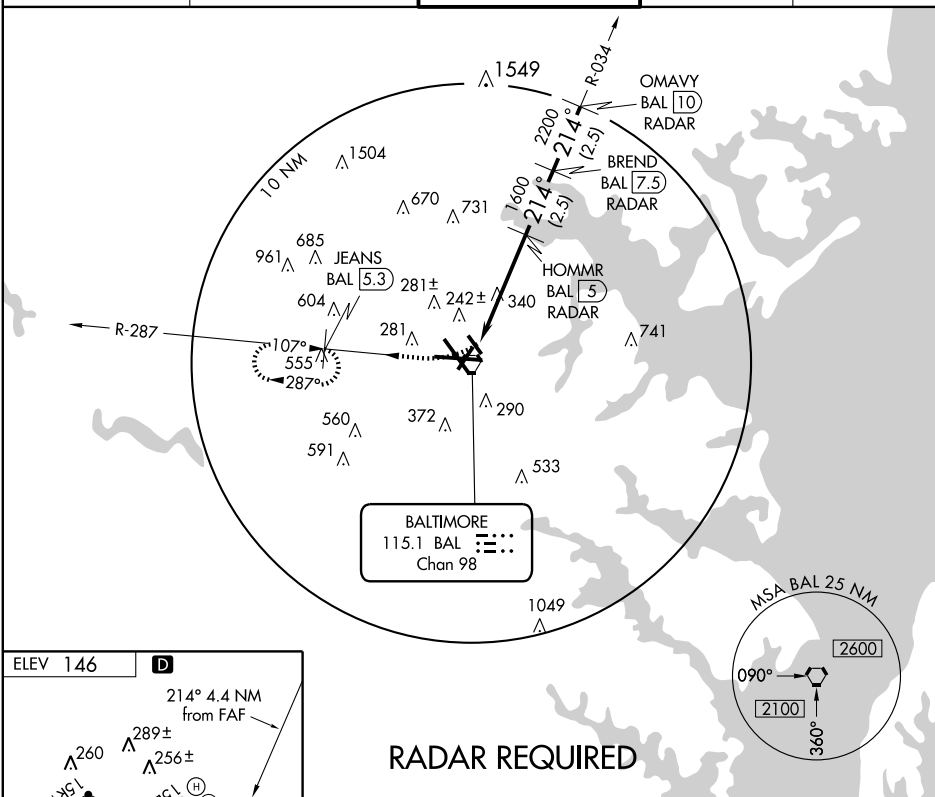
BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

VOR/DME RWY 22



MISSED APPROACH: Climbing right turn to 2000
via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS 115.1 127.8	POTOMAC APP CON 119.7 290.475	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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BALTIMORE, MARYLAND
Amdt 11 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

VOR/DME RWY 22

RADAR REQUIRED

	2000	JEANS BAL 5.3	HOMMR BAL 5 RADAR	BREND BAL 7.5 RADAR	OMAVY BAL 10 RADAR
	BAL R-287 115.1				
	VORTAC BAL 0.6	BAL 1.9			
			1600	2200	2500
			3.00° TCH 47		
	1.3 NM	3.1 NM	2.5 NM	2.5 NM	
CATEGORY	A	B	C	D	
S-22	600-1	457 (500-1)	600-1½ 457 (500-1½)	600-1½ 457 (500-1½)	
CIRCLING	640-1	494 (500-1)	640-1½ 494 (500-1½)	740-2 594 (600-2)	

TDZ/CL Rws 10 and 33L
REIL Rws 4, 15L, and 33R
HIRL all rws

VORTAC BAL
115.1
Chan 98

APP CRS
349°

Rwy ldg
TDZE
Apt Elev

9501
143
146

BALTIMORE/

VOR/DME RWY 33L

WASHINGTON INTL THURGOOD MARSHALL (BWI)



For inoperative MALS, increase
S-33L Cat D visibility to RVR 6000.



MISSED APPROACH: Climbing left turn to 2000
via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS

115.1 127.8

POTOMAC APP CON

119.7 290.475

BALTIMORE TOWER

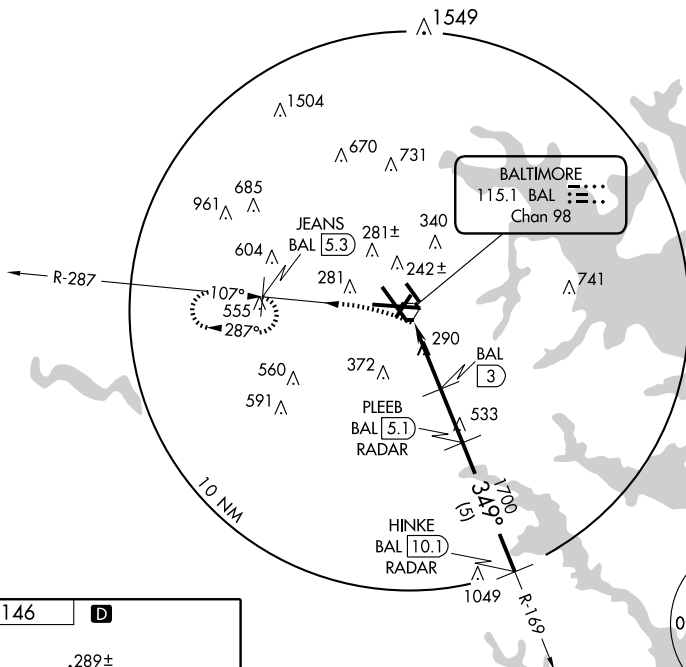
119.4 257.8

GND CON

121.9

CLNC DEL

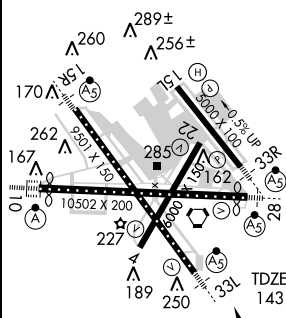
118.05



RADAR REQUIRED

ELEV 146

D



TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

BALTIMORE, MARYLAND

Amdt 3 10210

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

VOR/DME RWY 33L

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) VOR RWY 10

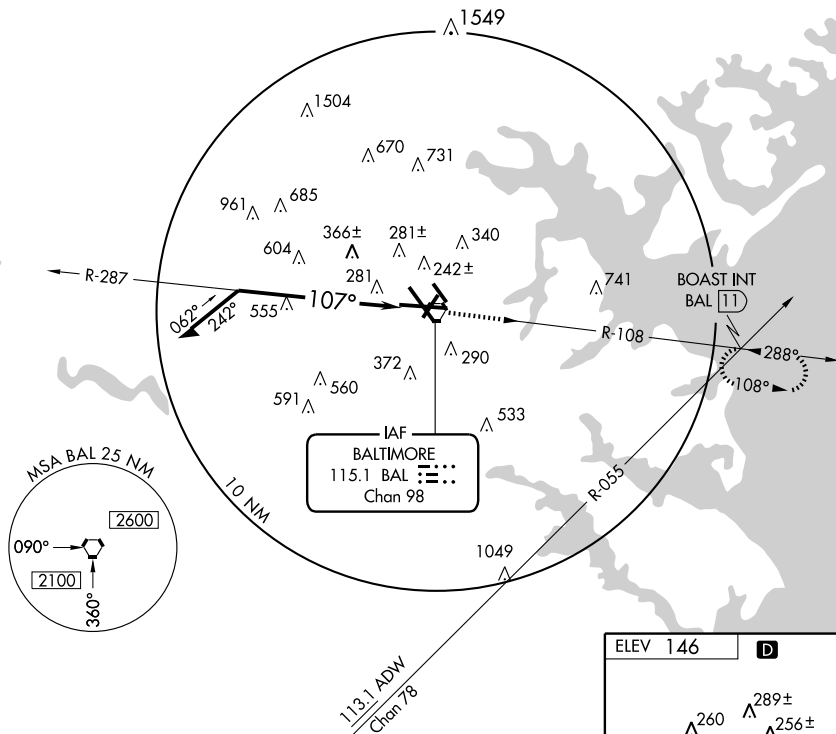
ALSF-2

MISSED APPROACH: Climb to 2500
via BAL R-108 to BOAST Int and hold.

POTOMAC APP CON
119.7 290.475

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

Remain
within 10 NM

2000

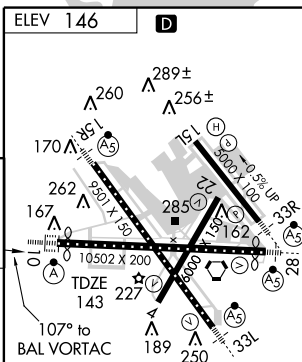
VORTAC

287°

107.

2500
↑
BAL R-108

BOAST
INT



CATEGORY	A	B	C	D
S-10	1320/40 1177 (1200-3/4)	1320/50 1177 (1200-1)	1320-2½	1177 (1200-2½)
CIRCLING	1320-1¼ 1174 (1200-1¼)	1320-1½ 1174 (1200-1½)	1320-3	1174 (1200-3)

TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

VORTAC BAL	APP CRS	Rwy Idg	10002
115.1	279°	TDZE	143
Chan 98		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) **VOR RWY 28**



For inoperative MALSR increase
S-28 Cat D visibility to RVR 6000.



MISSED APPROACH: Climb to 2500 via BAL R-294 to DATED Int/BAL 14.90 DME and hold.

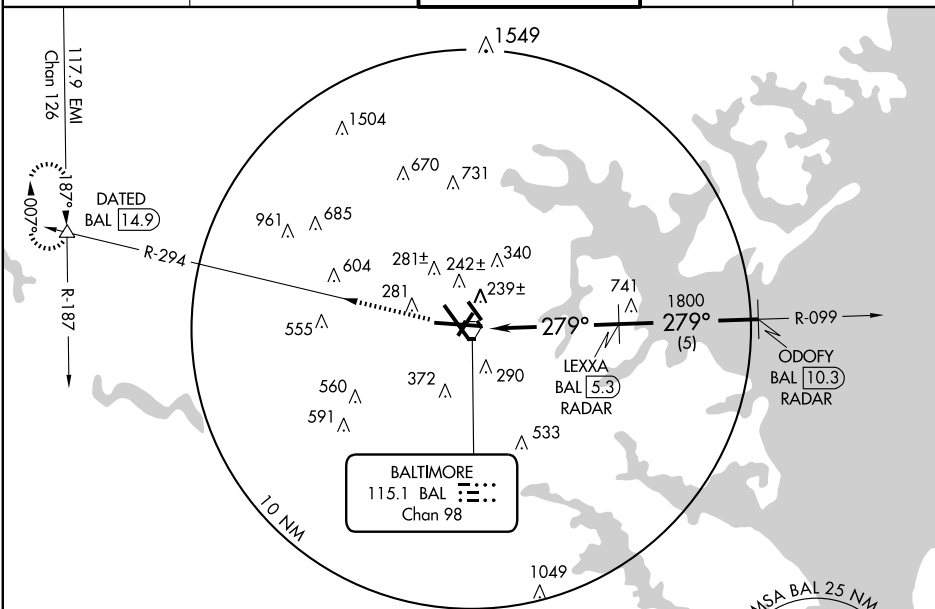
ATIS
115.1 127.8

POTOMAC APP CON
119.7 290.475

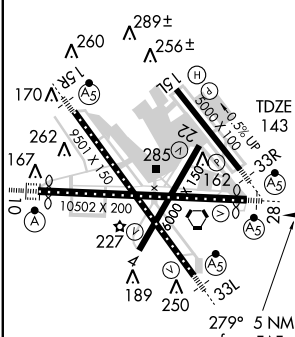
BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05



ELEV 146



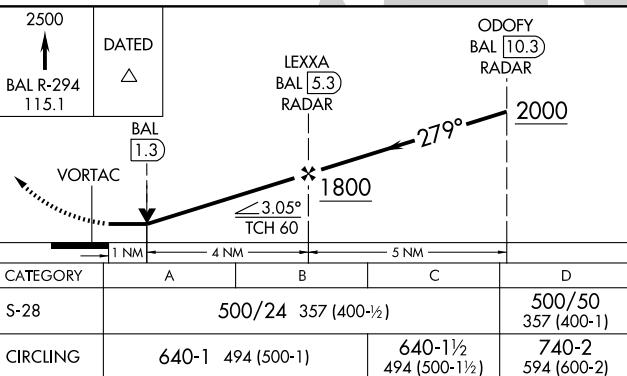
TDZ/CL Rwy 10 and 33L
REIL Rwy 4, 15L, and 33R
HIRL all rwy

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

BALTIMORE, MARYLAND
Amdt 24 10210

RADAR REQUIRED



BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

39°11'N - 76°40'W

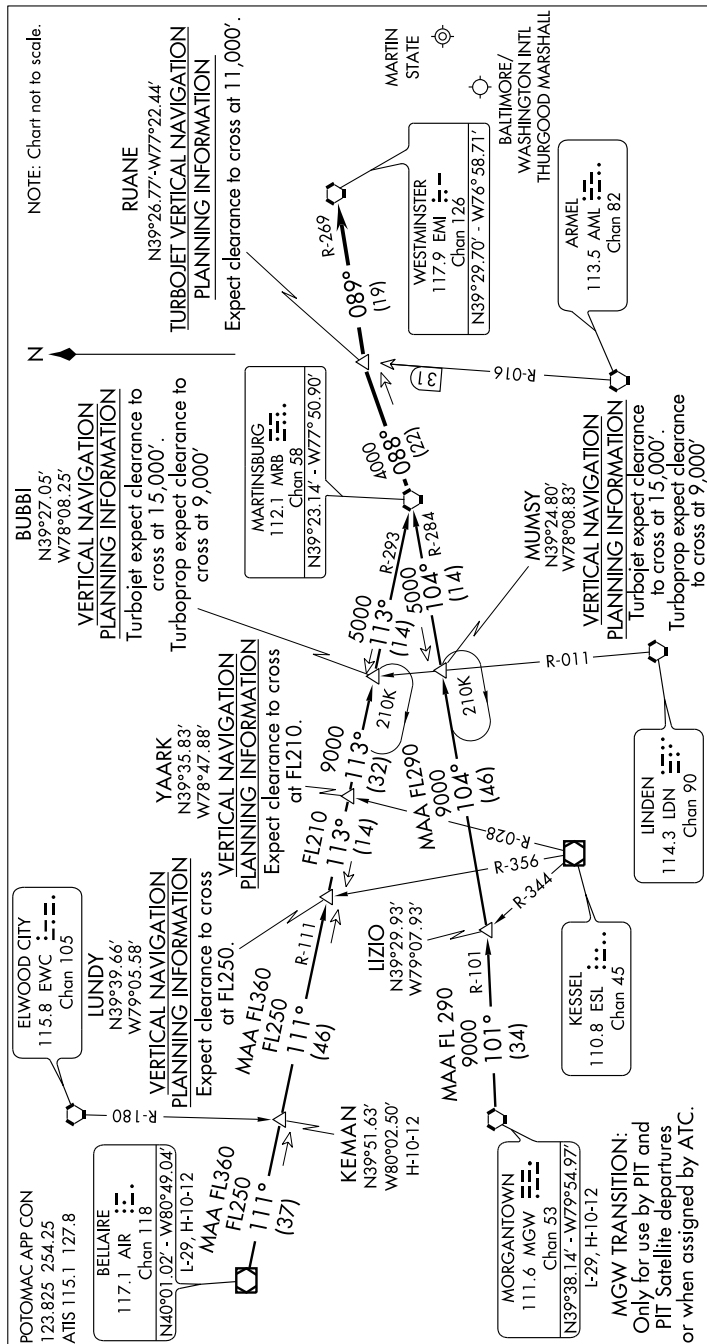
VOR RWY 28

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

WESTMINSTER FIVE ARRIVAL

NE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
 KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .
 MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via
 MRB VORTAC R-284 to MRB. Thence . . .

... From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

NE-3. 21 OCT 2010 to 18 NOV 2010

WESTMINSTER FIVE ARRIVAL

(EMI.EMI5)

07298

BALTIMORE, MARYLAND

10210

AIRPORT DIAGRAM

AL-5222 (FAA)

BALTIMORE/MARTIN STATE (MTN)
BALTIMORE, MARYLAND

ATIS
124.925
MARTIN TOWER ★
121.3 297.2
GND CON
121.8 253.4
CLNC DEL
121.8

FIELD
ELEV
21

90 A

MARYLAND
ANG

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

39°20'N

AIRCRAFT
PARKING

ADMINISTRATION
CONTROL TOWER
98

AIRCRAFT
PARKING

FBO

6096 X 180

RWY 15-33
S-65, D-82, 2S-175, 2D-140

CR

STATE POLICE
HANGARS

ELEV
9

39°19'N

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

76°25'W

76°24'W

AIRPORT DIAGRAM

10210

BALTIMORE, MARYLAND
BALTIMORE/MARTIN STATE (MTN)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

MARTIN STATE (MTN)(KMTN)(ANG) 9 E UTC-5(-4DT) N39°19.54' W76°24.83'

WASHINGTON

21 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MTN

COPTER

RWY 15-33: H6996X180 (ASPH-GRVD) S-65, D-82, 2S-175, 2D-140 HIRL

H-10H, 12I, L-29E, 34F, 36J, A

RWY 15: REIL. PVASI(P SIL)—GA 4.0° TCH 37'. P-line.

IAP, AD

RWY 33: REIL. PVASI(P SIL)—GA 2.9° TCH 44'. Trees.

MILITARY SERVICE: **FUEL** J8 (NC-100LL, A) **TRAN ALERT** Minimum tran maintenance and parking avbl during normal duty hr and Unit Training Assemblies. No fleet svc avbl.

AIRPORT REMARKS: Attended 1100-0400Z†. CAUTION: Seagulls on and in/ovf arpt. Noise abatement procedures in effect. When twr closed no practice landings or approaches. PPR for practice txf and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978); turbo prop and civil jet acft 1499(1478), military jet acft 1999(1978). Airport conditions unmonitored 0400-1100Z†. Helipad 800 ft left of AER 33. Mowing ops conducted Apr-Sep 1330-2130Z†. For additional information ctc arpt manager 410-682-8800. Rwy 15 PVASI unusable byd 5° right of course. Rwy 33 PVASI unusable byd 5° left of course and unusable byd 8° right of course. When twr closed ACTIVATE HIRL Rwy 15-33, REIL Rwy 15 and Rwy 33—CTAF. When twr clsd ACTIVATE Twy F lghts—UNICOM.

MILITARY REMARKS: **RSTD** No practice apch or ldg 0300-1100Z†. 8100' avbl for txf Rwy 15 and ldg Rwy 33 for mil acft only. PPR for practice txf and ldg for acft weighing more than 12,500 lb. **CAUTION BASH II** in effect Aug-Dec. **TFC PAT** TPA—C-130/Jet 1500(1478), A-10 2000 (1978). **ANG** PPR for servicing and use of ANG parking ramp only, DSN 243-6375/6376, C410-918-6375/6376. Duty hr Tue-Fri 1130-2200Z†. If destination is ANG, indicate in flight plan remark. Call Comd Post/Dispatch 20 minutes prior to ldg. Space avbl passenger require security screening in accordance with MAJCOM direct. For space avbl information, please contact DSN 243-6511, C410-918-6511.

WEATHER DATA SOURCES: AWOS-3 124.925 C410-682-8848

COMMUNICATIONS: CTAF 121.3 ATIS 124.925 UNICOM 122.95

® **POTOMAC APP/DEP CON** 119.0 282.275 **POTOMAC CLNC DEL** 121.8 (When Martin tower clsd)

TOWER 121.3 297.2 (1100-0300Z†) **GND CON** 121.8 253.4

175 FG COMD POST (A10) (RAVEN OPS) 347.2 (C130) (CRAB OPS) 384.1

AIRSPACE: CLASS D svc 1100-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26' W76°39.68' 062° 14.8 NM to fld. 140/11W.

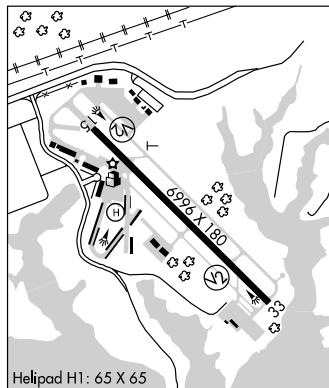
ILS/DME 110.7 I-BQG Chan 44 Rwy 15. LOC only. Localizer offset. DME also serves Rwy 33.

ILS unmonitored when twr clsd.

ILS/DME 110.7 I-MTN Chan 44 Rwy 33. DME also serves Rwy 15. ILS unmonitored when twr clsd.

HELIPAD H1: H65X65 (CONC)

HELIPORT REMARKS: Perimeter lghts.



PIER 7 (4MD) 3 SE UTC-5(-4DT) N39°16.33' W76°34.30'

WASHINGTON

16 B NOTAM FILE DCA

COPTER

HELIPAD H1: H45X45 (CONC)

HELIPORT REMARKS: Attended 1400-2300Z†. Perimeter lghts. ACTIVATE perimeter lighting—123.075.

COMMUNICATIONS: CTAF 123.025

BAY BRIDGE (See STEVENSVILLE)

BENNETT (See SALISBURY)

LOC/DME I-MTN 110.7 Chan 44	APP CRS 326°	Rwy Idg TDZE 14 Apt Elev 21	6996
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LDA RWY 33

BALTIMORE / MARTIN STATE (MTN)

▼ **▲** RADAR REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and raise all MDA 60 feet and raise S-LDA 33 Cat C and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 146° and BAL VORTAC R-100 to JUGMO Int/ 12.3 DME and hold.

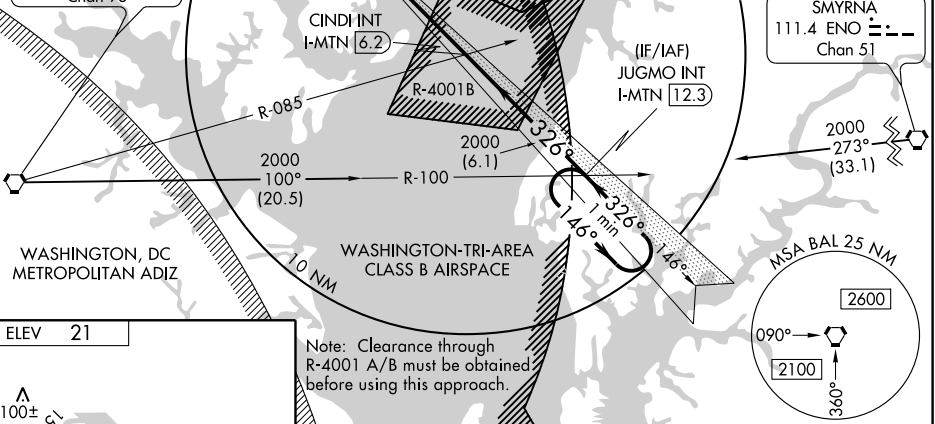
ATIS 124.925	POTOMAC APP CON 119.0 282.275	MARTIN TOWER ★ 121.3 (CTAF) 0 297.2	GND CON 121.8 253.4	CLNC DEL 121.8	UNICOM 122.95
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LDA/GLIDE SLOPE

LOCALIZER **110.7**
I-MTN
Chan **44**

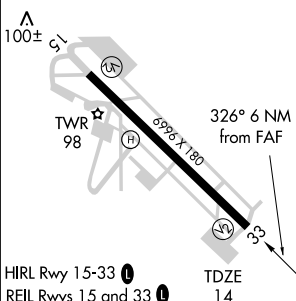
Sailboats transiting Frog Mortar Creek between the FAF and landing runway.

BALTIMORE
115.1 BAL
Chan 98



Note: Clearance through R-4001 A/B must be obtained before using this approach.

ELEV 21






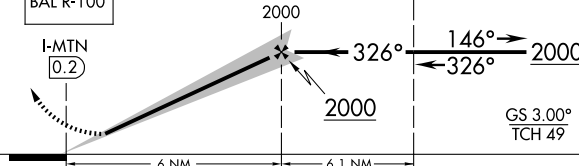
HIRL Rwy 15-33
REIL Rws 15 and 33
Rwy 33 Idg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

BALTIMORE, MARYLAND

Orig 23SEP10

700		2000		JUGMO INT		VGSI and glidepath not coincident.		One Minute Holding Pattern	
						CINDI INT I-MTN [6.2]		JUGMO INT I-MTN [12.3]	
		HDG 146° BAL R-100							
		I-MTN [0.2]				2000		2000	
		6 NM		6.1 NM				GS 3.00° TCH 49	
CATEGORY	A		B		C		D		
S-LDA/GS 33	264-1		250 (300-1)						
S-LDA 33	380-1		366 (400-1)				380-1¼ 366 (400-1¼)		
CIRCLING	520-1		499 (500-1)		520-1½ 499 (500-1½)		680-2 659 (700-2)		

BALTIMORE / MARTIN STATE (MTN)

LDA RWY 33

39°20'N - 76°25'W

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BQG
110.7
Chan **44**

APP CRS
144°

Rwy Idg
TDZE **22**
Apt Elev **22**

LOC RWY 15

BALTIMORE / MARTIN STATE (MTN)

▼ If local altimeter setting not received, use
Baltimore/Washington Intl Thurgood Marshall
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via heading
312° and BAL R-015 to MEHAN Int/I-BQG 14.4 DME and hold.

ATIS
124.925

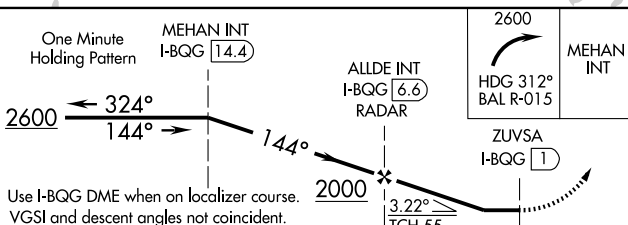
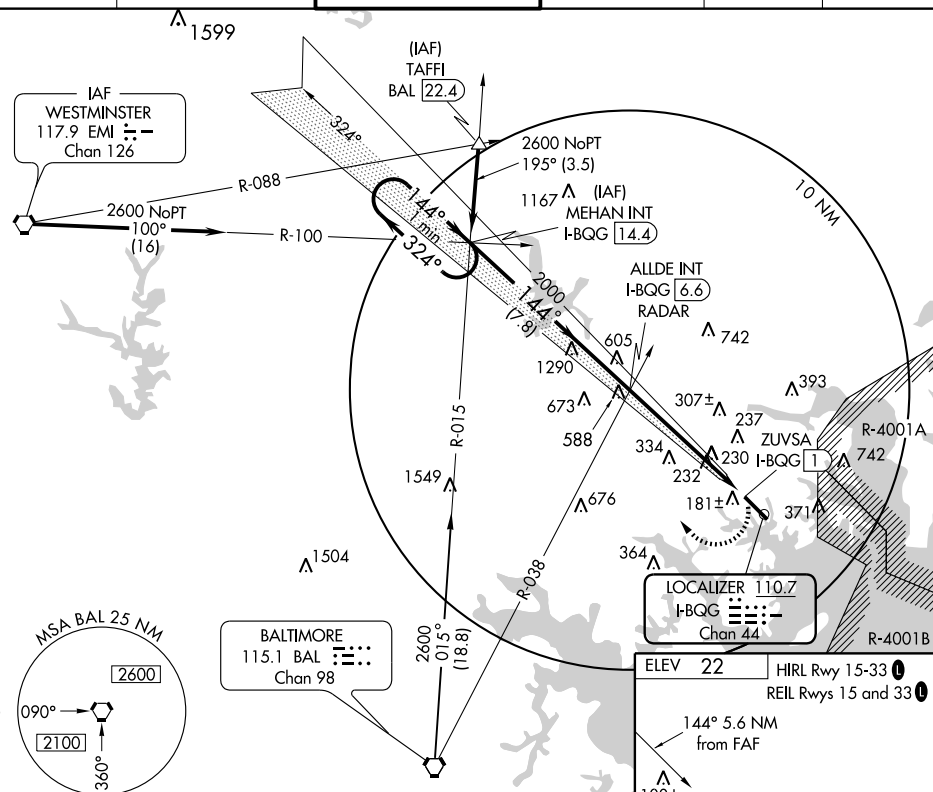
POTOMAC APP CON
119.0 282.275

MARTIN TOWER ★
121.3 (CTAF) 0 297.2

GND CON
121.8 253.4

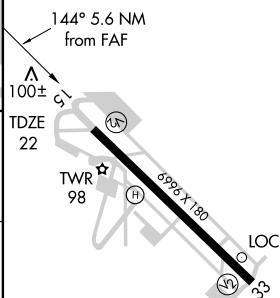
CLNC DEL
121.8

UNICOM
122.95



CATEGORY	A	B	C	D
S-15	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

ELEV **22** HIRL Rwy 15-33
REIL Rws 15 and 33



Rwy 33 Idg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY
RGNL

MARTIN STATE

ARMEL
113.5 AML
Chan 82

BALTIMORE/
WASHINGTON INTL
THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

DEALE
N38°47.87'
W76°32.01'

RIPKN
N38° 55.90'
W76° 34.05'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 6000'.

RAVNN
N38° 48.27'
W76° 31.08'

CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at FL 190.

SACCO
N38°40.23'
W77°22.90'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 16,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'-W76°44.68'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at
or below 9000'.

BROOKE
114.5 BRV
Chan 92
N38°20.18'-W77°21.17'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'
and 280 Kts.

NOTE:

This STAR applicable
to turbojet aircraft only.

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'.

NOTE:

All part 91, 101, 103, 105,
125, 133, 135 and 137 flight
operations are prohibited on the
CASANOVA TRANSITION.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'

L-36, H-10-12

OGATE
N38° 03.48'
W77° 31.07'

PEGBY
N38° 04.72'
W77° 12.06'

RICHMOND
114.1 RIC
Chan 88
N37°30.14'-W77°19.22'

L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence
. . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NOTTINGHAM SIX ARRIVAL

(OTT.OTT6) 08101

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

LANDING RWY 10: Depart ZAKTO heading
299° for vectors to final approach course.

CASANOVA
CSN
Expect to cross
at FL190.

SACCO

16000

FIMBO

16000

UDUDE

14000

REXEE

12000

NOTTINGHAM
OTT

9000

RAVNN

6000

SABBI

Expect to cross
at 15000.

PEGBY

RICHMOND
RIC

MARTIN STATE

BALTIMORE/
WASHINGTON INTL
THURGOOD MARSHALL

ZAKTO

299°
(11)

LURRL

311°
(13)

NAVEY

VOLEY

4000

352°

(10)

NOTTINGHAM
OTT

9000

6000

072°

(12)

8 NM

9000

055°

(16)

12000

055°

(11)

12000

020°

(18)

15000

020°

(35)

17000

020°

(35)

LANDING BWI RWY 33 or
LANDING MTN RWYs 15/33:
After RAVNN expect radar
vectors to final approach course.

NOTE: RADAR REQUIRED

NOTE: This STAR applicable to turbojet
aircraft only.

NOTE: All part 91, 101, 103, 105, 125,
133, and 137 flight operations are
prohibited on the CASANOVA
TRANSITION.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: Maintain last ATC assigned altitude
until cleared to "DESCEND VIA
THE RAVNN THREE ARRIVAL".

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.RAVNN3):

RICHMOND TRANSITION (RIC.RAVNN3):

From OTT VORTAC via 072° track to
RAVNN, thence as depicted to ZAKTO,
depart ZAKTO heading 299° for
vectors to final approach course.

NOTE: Chart not to scale.

RAVNN THREE ARRIVAL (RNAV)

(RAVNN.RAVNN3) 09239

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS 146°	Rwy Idg TDZE Apt Elev	6996 22 22
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RNAV (GPS) RWY 15

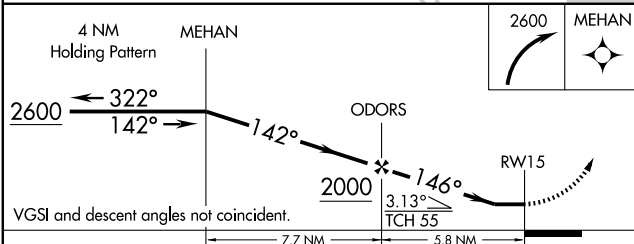
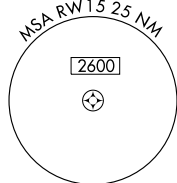
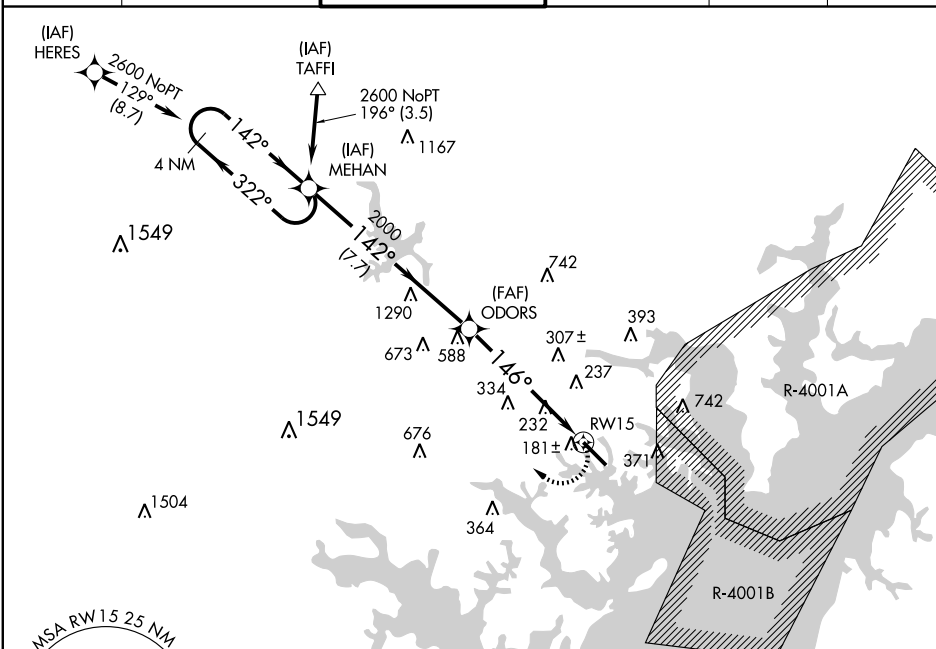
BALTIMORE / MARTIN STATE (MTN)



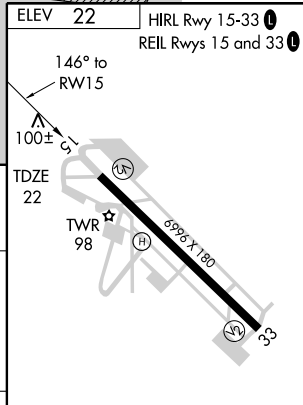
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 2600 direct MEHAN WP and hold.

ATIS 124.925	POTOMAC APP CON 119.0 282.275	MARTIN TOWER ★ 121.3 (CTAF) 0 297.2	GND CON 121.8 253.4	CLNC DEL 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	540-1 518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)	540-2 518 (600-2)
CIRCLING	540-1 518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)	540-2 518 (600-2)



Rwy 33 Idg 8100'	(Military Operations Only)
Rwy 15 take-off 8100'	(Military Operations Only)

APP CRS
326°

Rwy Idg	6996
TDZE	15
Apt Elev	22

RNAV (GPS) RWY 33

BALTIMORE / MARTIN STATE (MTN)



Clearance through R-4001 A/B must be obtained before using this approach.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SWANN WP and hold.

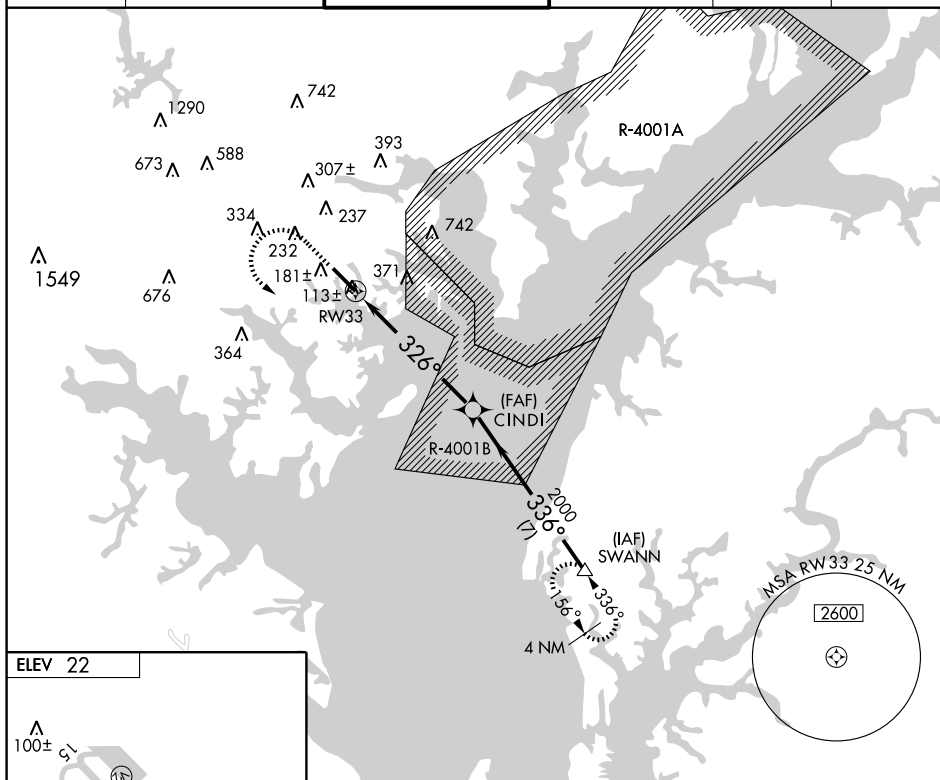
ATIS
124.925

POTOMAC APP CON
119.0 282,275

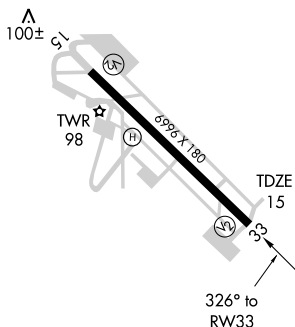
MARTIN TOWER ★
121.3 (CTAF) **L** 297.2

GND CON
121.8 253.4

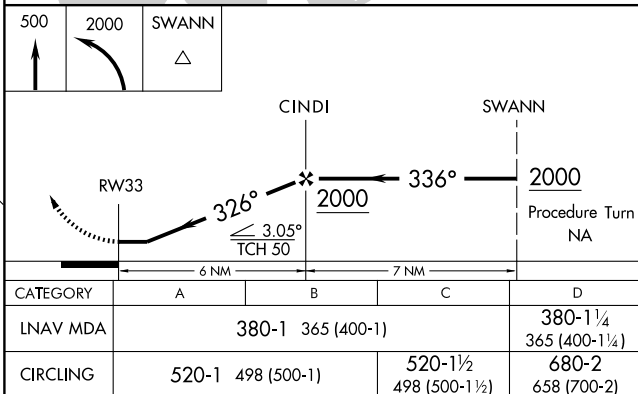
CLNC DE
121.8

UNICOM
122.95

ELEV 22



HIRL Rwy 15-33 **L**
REIL Rwy 15 and 33 **L**
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)



BALTIMORE, MARYLAND
Orig 10266

39°20'N - 76°25'W

BALTIMORE / MARTIN STATE (MTN)
RNAV (GPS) RWY 33

NE-3. 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BAL 115.1 Chan 98	BAL 14.7 Arc	Rwy Idg TDZE 22 Apt Elev 22	6996
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VOR/DME or TACAN Z RWY 15

BALTIMORE / MARTIN STATE (MTN)



MISSED APPROACH: Climbing right turn to 2500 via BAL R-068 and BAL 11 DME Arc clockwise to BOAST Int/BAL 11 DME and hold.

ATIS
124.925

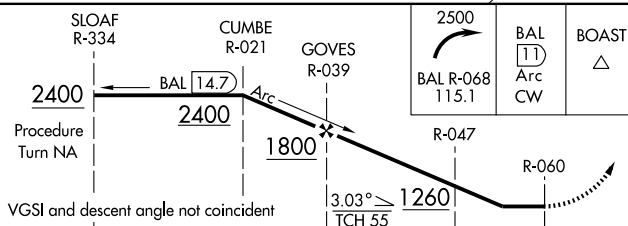
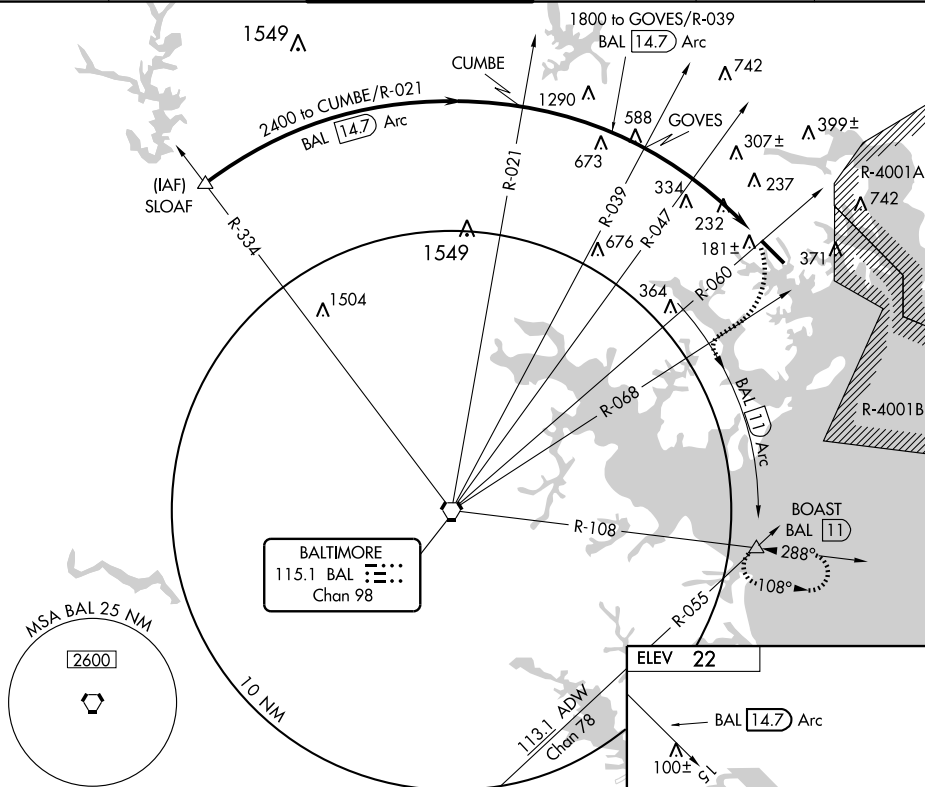
POTOMAC APP CON
119.0 282.275

MARTIN TOWER ★
121.3 (CTAF) **0 297.2**

GND CON
121.8 253.4

CLNC DEL
121.8

UNICOM
122.95

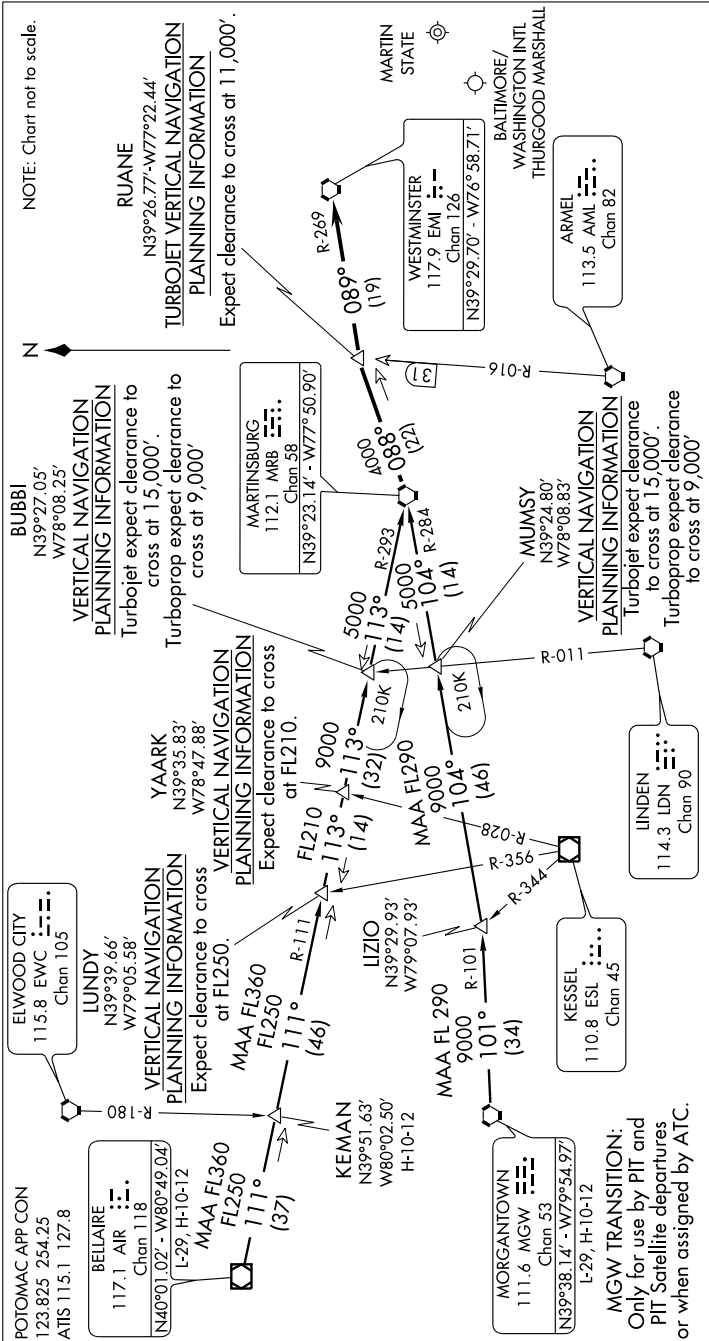


CATEGORY	A	B	C	D
S-15	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)
CIRCLING	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)

Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

HIRL Rwy 15-33 **0**
REIL Rwy 15 and 33 **0**

NE-3, 21 OCT 2010 to 18 NOV 2010



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence ...
KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence ...
MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence ...
... From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

CAMBRIDGE-DORCHESTER (CGE) 3 SE UTC-5(-4DT) N38°32.36' W76°01.82'

20 B S4 FUEL 100LL, JET A NOTAM FILE DCA

RWY 16-34: H4477X75 (ASPH-GRVD) S-14 MIRL

RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46'. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35'. Railroad.

AIRPORT REMARKS: Attended 1300-2200Z±. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16-34, REIL and PAPI Rwy 16 and Rwy 34—121.9.

WEATHER DATA SOURCES: AWOS-3 120.675 (410) 228-7559.**COMMUNICATIONS:** CTAF/UNICOM 122.7

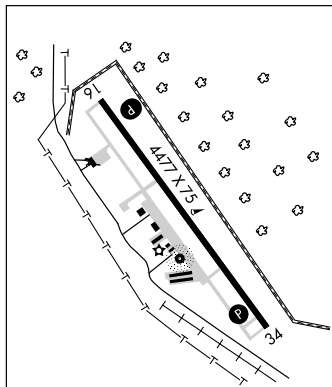
Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z±, Sat-Sun 1300-2300Z±, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z±, Sat-Sun 2300-1300Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27' W76°24.01' 059° 23.1 NM to fld. 20/10W.

NDB (MHW) 355 CGE N38°32.23' W76°01.83' at fld.



WASHINGTON

L-34F, 361, A

IAP

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)**CECIL CO** (See ELKTON)**CHURCHVILLE****HARFORD CO** (ØW3) 3 E UTC-5(-4DT) N39°34.01' W76°12.15'

409 B S4 FUEL 100LL NOTAM FILE DCA

RWY 10-28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W

RWY 10: REIL. RWY 28: REIL. Thld dspcd 100'. Pole.

RWY 01-19: 2000X75 (TURF) 0.5% up S

RWY 01: Pole. RWY 19: Trees.

RWY 14-32: 1600X75 (TURF)

RWY 14: Trees. RWY 32: Trees.

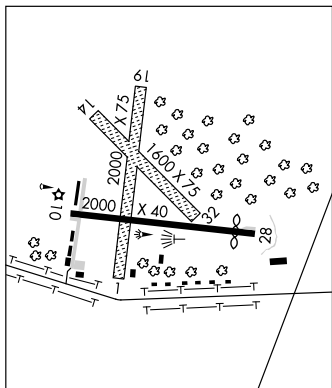
AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 01-19 CLOSED Nov 15-Apr 30 except PPR call 410-836-2828. Extensive glider ops on turf ldg area. Birds/wildlife on and in/ov arpt. Rwy 10-28 NSTD LIRL, no dspcd thld lgts. Arpt lgts opr dusk-0600Z±. Rwy 01-19 ends/sides marked with barrels.

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69' W75°36.42' 267° 28.4 NM to fld. 70/10W.



WASHINGTON

L-29E, 34F, 361, A

IAP

CLEARVIEW AIRPARK (See WESTMINSTER)

NDB CGE 355	APP CRS 335°	Rwy Idg TDZE Apt Elev	4477 20 20
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NDB or GPS RWY 34

CAMBRIDGE-DORCHESTER (CGE)

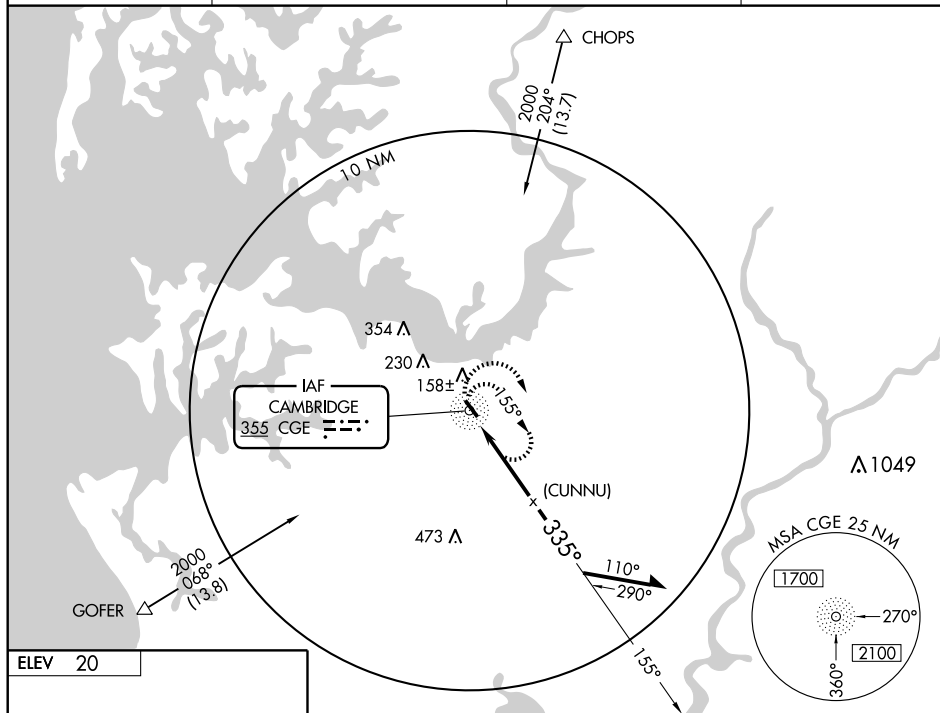


NA

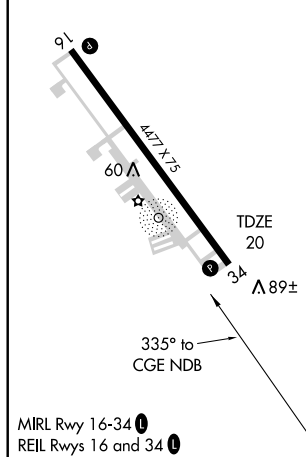
When Cambridge altimeter not received,
use Salisbury altimeter.

MISSED APPROACH: Climbing right turn
to 1600 in CGE NDB holding pattern.

ASOS 120.675	PATUXENT APP CON ★ 121.0 250.3	UNICOM 122.7 (CTAF)	121.9 0
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ELEV 20



1600

CGE

CATEGORY	A	B	C	D
S-34	440-1	420 (500-1)	440-1¼	420 (500-1¼)
CIRCLING	460-1	480-1	480-1½	580-2
	440 (500-1)	460 (500-1)	460 (500-1½)	560 (600-2)

SALISBURY ALTIMETER MINIMUMS

S-34	560-1	540 (600-1)	560-1½	560-1¾
			540 (600-1½)	540 (600-1¾)
CIRCLING	580-1	560 (600-1)	580-1½	680-2
			560 (600-1½)	660 (700-2)

AIRPORT DIAGRAM

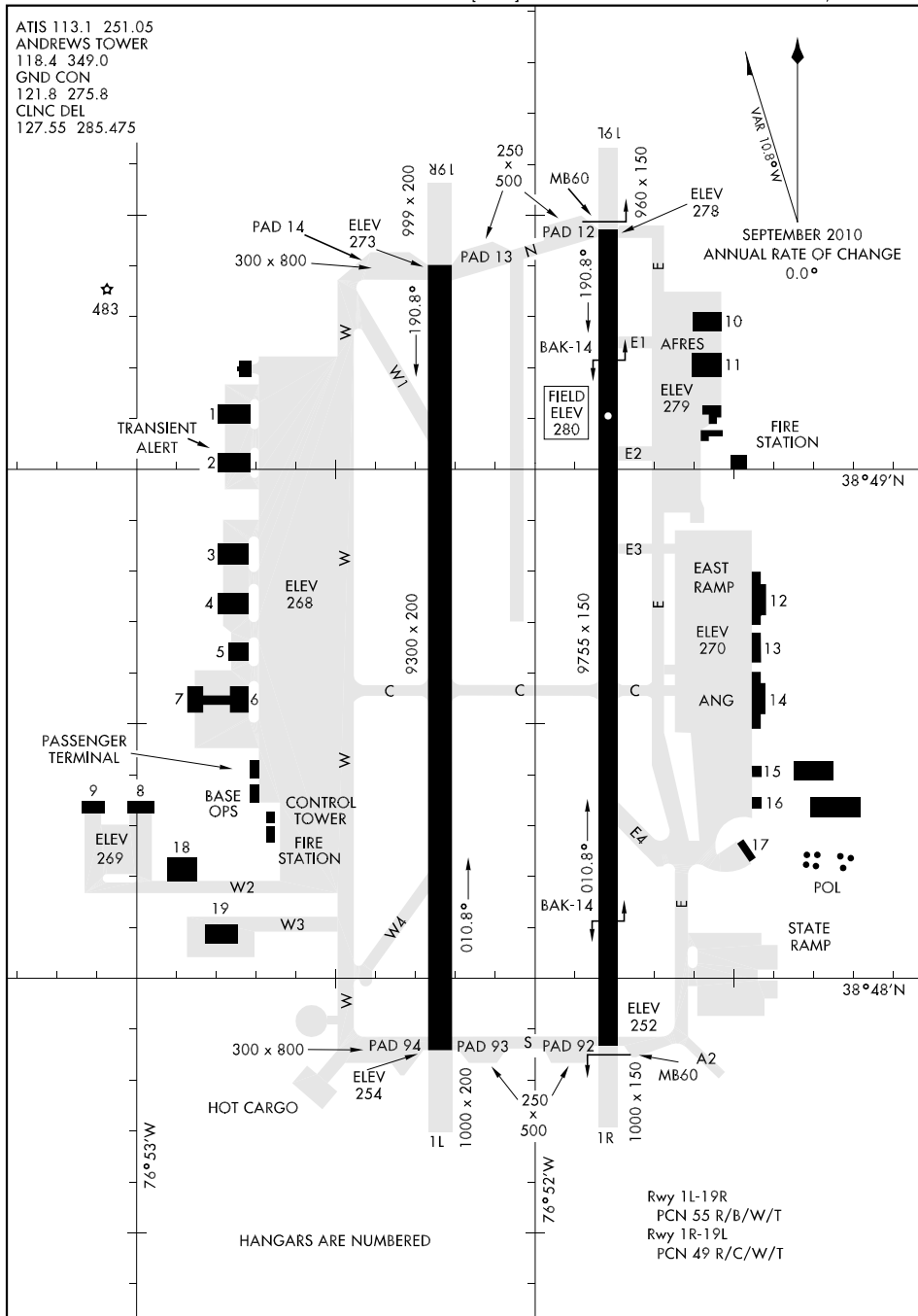
AFD-561 [USAF]

ANDREWS AFB (KADW)

CAMP SPRINGS, MARYLAND

ATIS 113.1 251.05
 ANDREWS TOWER
 118.4 349.0
 GND CON
 121.8 275.8
 CLNC DEL
 127.55 285.475

NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CAMP SPRINGS, MARYLAND

ANDREWS AFB (KADW)

ABERDEEN N39°32.11' W76°06.38' NOTAM FILE DCA.NDB (MHWZ) 349 APG 226° 5.1 NM to Phillips AAF. Unmonitored Mon–Fri and holidays
2130–1230Z, other times PPR.**WASHINGTON**

L–34F, 36J, A

ABERDEEN PROVING GROUND (See PHILLIPS AAF)**ANDREWS AFB** (ADW)(KADW) AF/N (ANG AFRC) 3 E

UTC–5(–4DT) N38°48.65' W76°52.02'

280 B TPA—See Remarks AOE NOTAM FILE ADW Not insp.

RWY 01R–19L: H9755X150 (PEM) PCN 49 R/C/W/T HIRL

RWY 01R: ALSF1. PAPI(P4L).

RWY 19L: ALSF1. PAPI(P4R).

RWY 01L–19R: H9300X200 (CONC) PCN 55 R/B/W/T HIRL CL

RWY 01L: ALSF2. TDZL. PAPI(P4L).

RWY 19R: ALSF2. TDZL. PAPI(P4L).

ARRESTING GEAR/SYSTEM

RWY 01R HOOK BAK–14.

WASHINGTON**COPTER**

H–10H, 12I, L–29E, 34F, 36I, A

DIAP, AD

HOOK BAK–14. RWY 19L

MILITARY SERVICE: LGT Rwy 01L–19R PAPI and ILS rwy point of intercept not coincidental, Rwy 01L apch end PAPI located on rgt side of rwy. Rwy 01L–19R PAPI set for height group 4. Rwy 01R–19L PAPI and ILS rwy intercept point not coincidental. Rwy 01R–19L PAPI set for height group 3. **A–GEAR** BAK 12–A apch end Rwy 01R–19L not avbl and rqr 30 minutes prior notice weekdays from 1130–2230Z. Rwy 01R–19L Hook MB60 unsvc. **JASU** (A/M32A–86) 9(AM32–95) **JASU** NAVY 8(GTC–85) 9(NC–10C) 2(NC–8) 4(A/M47A–4). **FUEL** Expect 30 minute delay. Aircrew of tran acft rqr power on refueling must assist in refueling. J8. (NC–115, B+) **NAVY FUEL** J8. Avbl on req expect minimum 1 hr delay. **FLUID** SP PRESAIR De–Ice LPOX HPOX LOX **FLUID NAVY** ADI SP PRESAIR De–Ice expect extensive delay; LHOX LOX **OIL** SOAP

OIL NAVY O–128–133–148–156

TRAN ALERT NAVY Servicing not avbl T–33 acft. No maintenance/cargo handling avbl. Expect servicing delay. Local staging flight prohibited.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. Navy Transit Line opr 1130–2200Z, closed Federal holidays. **RSTD** Rwy 01L–19R south end underrun/overrun unusable due to pavement degradation. Rwy 01R–19L PCN 28 due to pavement cond ctc 89 OSS Afdl Ops for waiver DSN 858–3411. Official Business Only. PPR for all acft. DVs, SAM, EVAC are exempt from restrictions however rqr PPR for tracking and ramp avbl. DSN 858–3411. Rwy closures normally Mon between 1300–2200Z. Rwy closure will alternate between the East and West rwy each week. All acft filing to Andrews AFB must call for ramp freeze information, ramp freezes close airtid up to 30 minutes, delays are possible. Up to date information on closures/ramp freezes will be in NOTAMS. No general aviation acft, no aero club support. No arr/dep of tran fighter acft with live forward firing munitions. All inbound acft ctc Command Post 30 min out with DV Codes, load message, blocktime, ETD and requirements. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arrival route avoid identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC or higher approval), ctc Twr/Gnd/ATIS for current Bird Watch Condition. All twys are 75' wide except Twy E1 and Twy E2, Twy E btm Twy E1 and Twy E4 are only 50' wide. Twy E, north of E3 clsd to acft with wingspan greater than 165' (C5, B747, C17, KC10 etc.). Twy E4 ltd to C130 and C20/G5 and smaller acft. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. For remain overnight svc call Comd Post DSN 858–5058 or C301–981–5058. AM Ops does not have COMSEC storage facilities; tran crews should plan to arrive with appropriate amount of COMSEC to complete mission; COMSEC can be stored at COMD POST; DSN 858–5058, C301–981–5058. Compass rose closed except to towed acft. PAD 12 closed. Twy W2 is prohibited to acft with wingspans larger than 110'. **RSTD NAVY** Aircrews destination to East Ramp file 'East Ramp' in remark section of flight plan. **CAUTION** Extremely heavy VFR conflicting tfc north and south quadrants. Visibility above 3 miles restricted by trees. Wind flow from 200°–300° disrupted by hangar on southeast side of airfield. Deer hazard—Deer are active on Andrews airfield pilots report any activity to twr/PTD. Bird hazard—expect increased bird activity (Phase II) from Sep–Oct. Flight restricted zone and SFRA in the Washington DC Metropolitan area. All non–DOD acft must ctc Transportation Security Administration for Special Flight Rules Area (SFRA) waiver in accordance with ZDC NOTAM 5–7 days prior. Obst 365' AGL water tower, near ANG fac and Dower House Rd, east side of afd, without obstruction lgts N48°54.8' W51°08.8' Obst erected: Crane 572' MSL west of afd at new BRAC fac (N38°48'51.67" W076°53'22.92"). Obst (acft tails) encroach upon 7:1 trns sfc; westside, btm prk rws 1–12, tail heights may encroach by 167'; East ramp tail heights may encroach by 51'6". All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. **TFC PAT** Because of extremely heavy air tfc to the west, all acft on overhead pattern will enter from the east, regardless of ldg rwy. TPA—Overhead pattern 2000(1720), rectangular pattern 1500(1220), lgt acft 1000(720), helicopter 800(520). Acft request VFR multi patterns must use twr VHF frequency. **NS ABTMT** 0000–1100Z, daily, no helicopter overflight or traffic pattern west of Rwy 01L–19R (over base housing) blo 800' AGL. Scramble/Alert missions exempt. Strict compliance with procedure required. Airfield Management OPS DSN 858–3411, C301–981–3411. **NS ABTMT EAST RAMP** Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt during ice conditions. **MISC** All tran acft will hold on Twy W for follow–me vehicle prior to entering parking ramp. First 4300' and last 325' Rwy 01R concrete. Fighter/training acft bring engine covers. Acft with VIP expecting transfer to AF helicopter must ctc Mussel OPS (141.7 292.2) 15 minutes out if arrival will be different

CONTINUED ON NEXT PAGE

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than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z \pm . OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC AFRC** ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z \pm . Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D-ATIS 113.1 251.05 **PTD** 139.3 372.2

(R) POTOMAC APP CON 124.0 269.0

(R) POTOMAC DEP CON 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z \pm through Sat 0100Z \pm , Sat, Sun, and holidays 1100–0100Z \pm . Afd wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43' W76°51.97' at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500' 183°–227° byd 18 NM blo 4,000'

099°–182° byd 15 NM blo 6,500' 230°–236° byd 20 NM

099°–182° byd 30 NM blo 11,500' 237°–270°

183°–227° byd 10 NM blo 2,500' 330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500'.

KIRBE NDB (LOM) 360 RW N38°42.05' W76°52.21' 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC–5(–4DT) N38°56.57' W76°34.10'

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL

RWY 12: APAP(PN1L)—GA 5.75° TCH 20'. Thld dsplcd 476'. Trees.

RWY 30: APAP(PN1R)—GA 4.25° TCH 16'. Thld dsplcd 321'. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z \pm , Sat–Sun 1300–2200Z \pm . Arpt CLOSED after 0300Z \pm . Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z \pm daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. **ACTIVATE LIRL** Rwy 12–30—CTAF 0300–1200Z \pm . Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26' W76°39.68' 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04' W76°45.60' NOTAM FILE DCA.

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

WASHINGTON

COPTER

L–29E, 34F, 361, A

BALTIMORE N39°10.26' W76°39.68' NOTAM FILE BWI.

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000'

DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM.

H–10H, L–29E, 34F, 361, A

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

WASHINGTON

COPTER

ATIS 113.1 251.05
 GND CON
 121.8 275.8
 ANDREWS TOWER
 118.4 349.0
 POTOMAC TRACON DEP CON
 125.65 348.725

1149
 A

ANDREWS
 113.1 ADW 
 Chan 78



050°

R-070

RADAR VECTORS REQUIRED
 WITHIN 10 NM
 FROM DEPARTURE

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn right climb on track 050° to 3000. Expect radar vectors to intercept ADW R-070.

CAMP SPRINGS ONE DEPARTURE

SL-561 [USAF]

CAMP SPRINGS, MARYLAND

ATIS 113.1 251.05
 GND CON
 121.8 275.8
 ANDREWS TOWER
 118.4 349.0
 POTOMAC TRACON DEP CON
 118.95 257.2

Rwy	Knots	60	120	180	240
1L/1R	V/V(fpm)	380	760	1140	1520

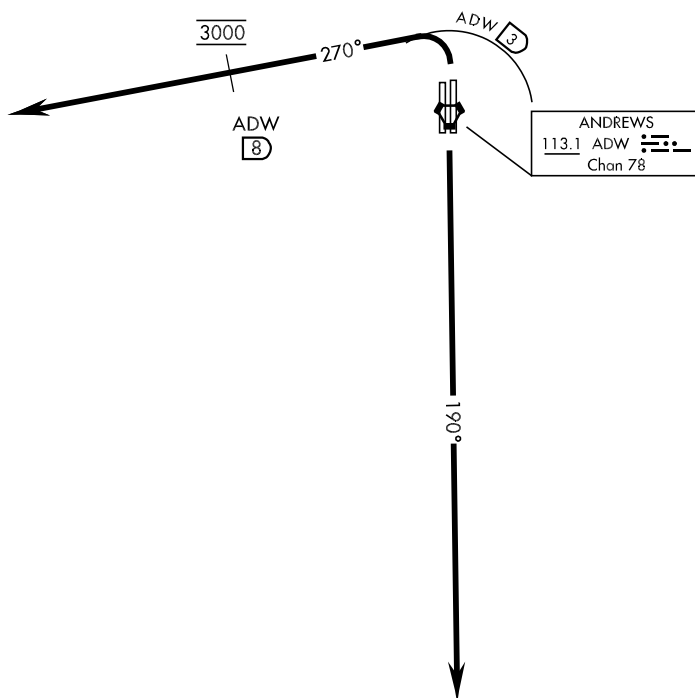
ATC Climb Rate to 3000

If unable to make published climb gradient
 advise ATC prior to departure.

RADAR REQUIRED

1149
 A

RADAR VECTORS REQUIRED
 WITHIN 10 NM
 FROM DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn left climb on track 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the west.

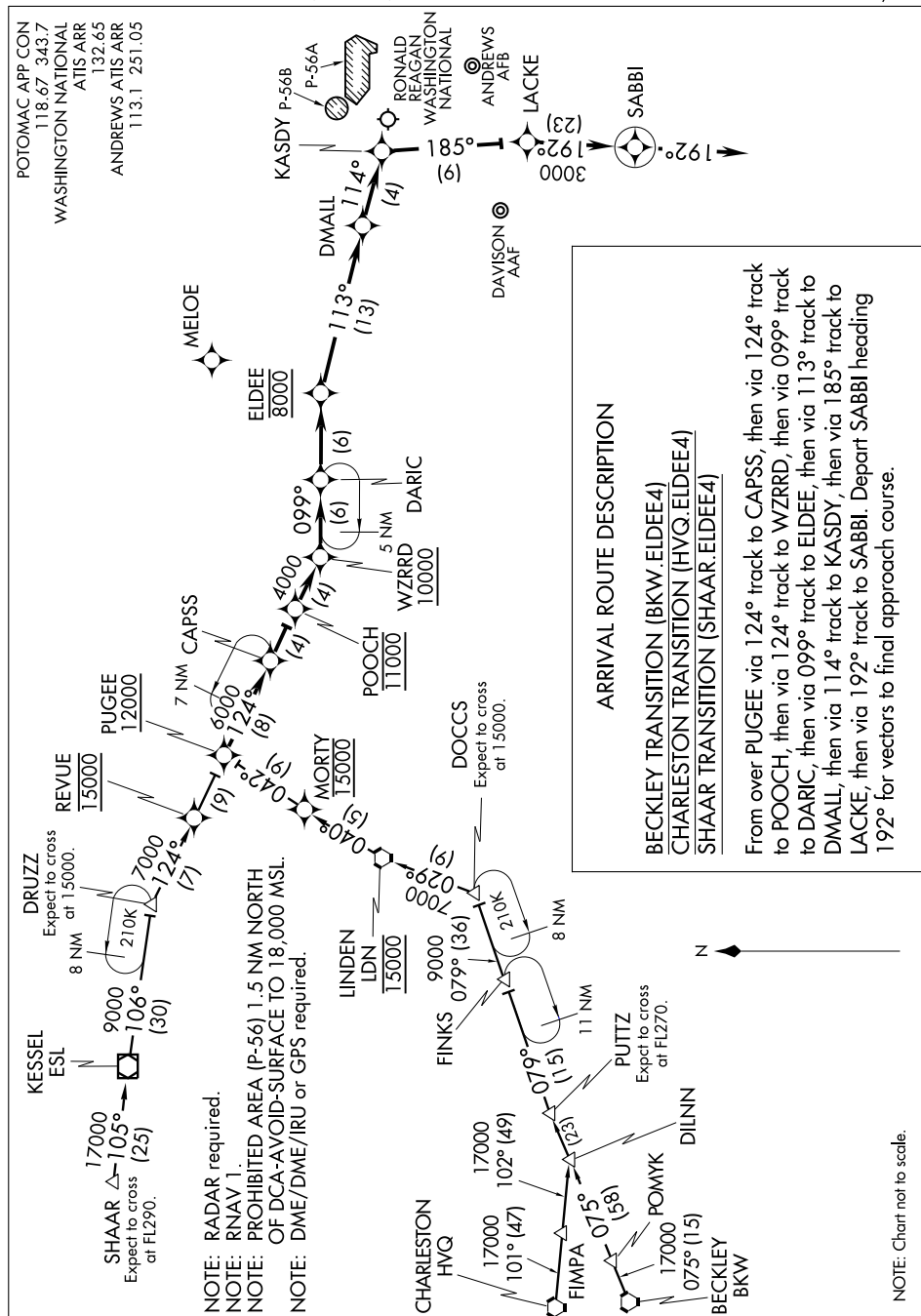
CAMP SPRINGS ONE DEPARTURE

CAMP SPRINGS, MARYLAND

ANDREWS AFB (KADW)

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC



ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015

WASHINGTON, DC

LOC I-GQZ 110.5	APCH CRS 190°	Rwy Idg TDZE 280 Arpt Elev 280
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AL-561 [USAF]

ANDREWS AFB (KADW)

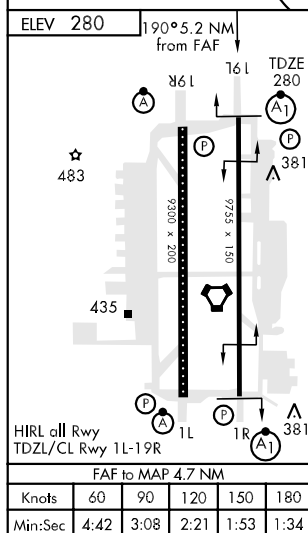
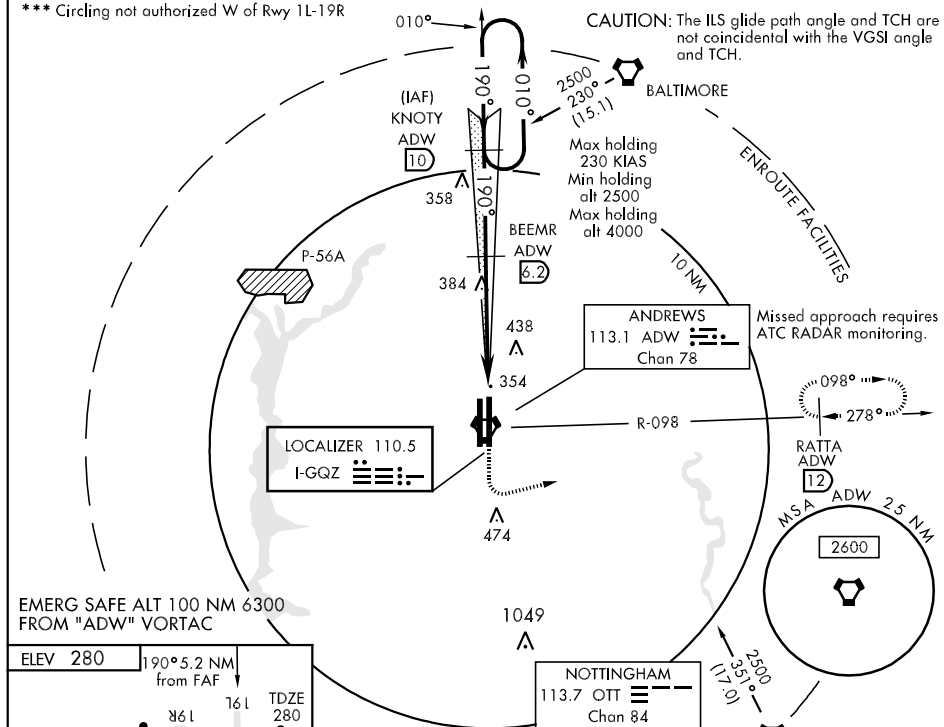
▼ * When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.
 ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
 CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



MISSED APPROACH: Climb to 900 then climbing
 left turn to 2500 direct RATTa and hold.

ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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*** Circling not authorized W of Rwy 1L-19R



	<div> <div>900</div> <div>2500</div> <div>R-098 12</div> </div>				
	<div> <div>KNOTY 10</div> <div>BEEMR 6.2</div> <div>FEPOK 1.5</div> <div>VORTAC</div> </div>				
	<div> <div>GS 3.00°</div> <div>TCH 52</div> </div>				
CATEGORY	A	B	C	D	E
S-ILS 19L *	564/40		284		(300-¾)
S-LOC 19L **	680/40		400		(400-¾) 680/50 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

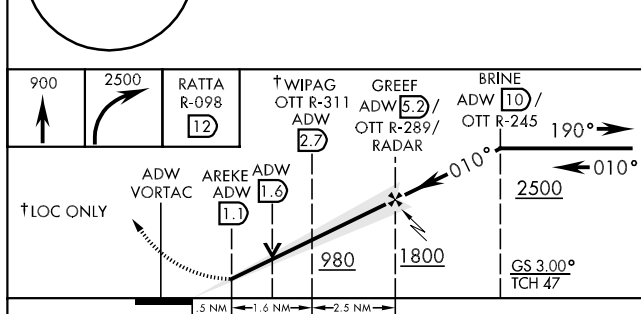
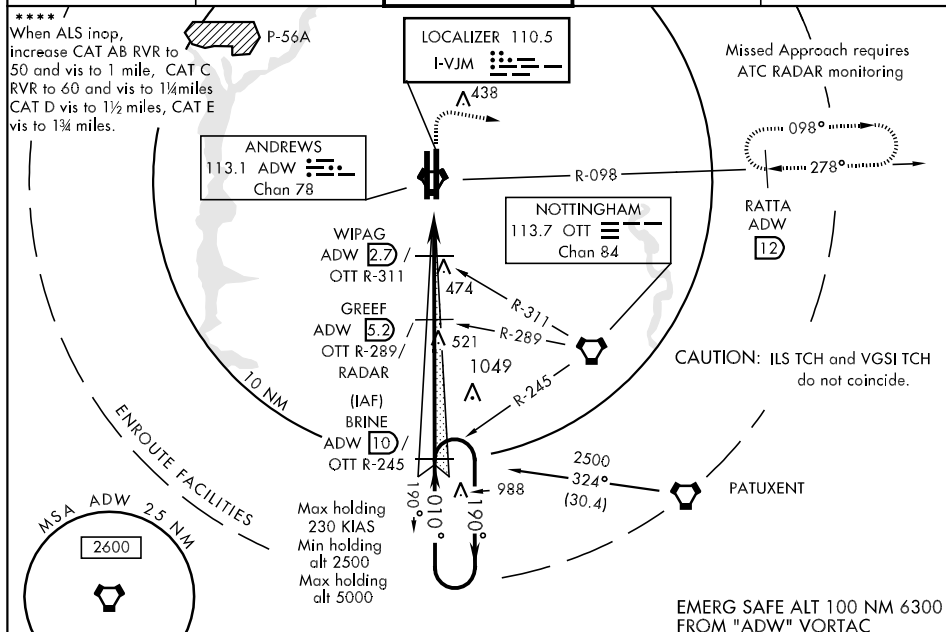
LOC I-VJM 110.5	APCH CRS 010°	Rwy Idg TDZE Arpt Elev 9755 265 280
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AL-561 [USAF]

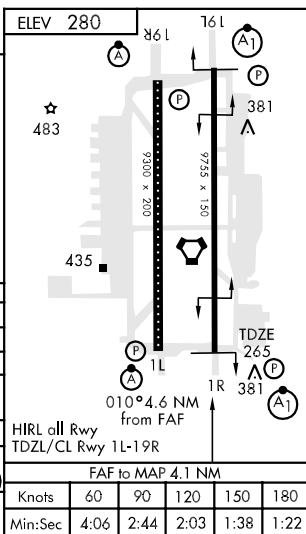
ANDREWS AFB (KADW)

▽ **When ALS inop, increase RVR to 50, vis to 1 mile. **When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles. *** Circling not authorized W of Rwy 1L-19R.	ALSF-1 	MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold.
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ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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CATEGORY	A	B	C	D	E
S-ILS 1R*	515/40		250		(300-¾)
S-LOC 1R**	640/40		375		(400-¾)
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
NON-DME AND SINGLE VOR MINIMA					
S-LOC 1R****	760/40	495 (500-¾)		760/50 495 (500-1)	760/60 495 (500-1½)
CIRCLING***	760-1 480 (500-1)	760-1½ 480 (500-1½)		840-2 560 (600-2)	880-2 600 (600-2)



LOC I-MXK 111.5	APCH CRS 190°	Rwy Idg 9300 TDZE 273 Arpt Elev 280
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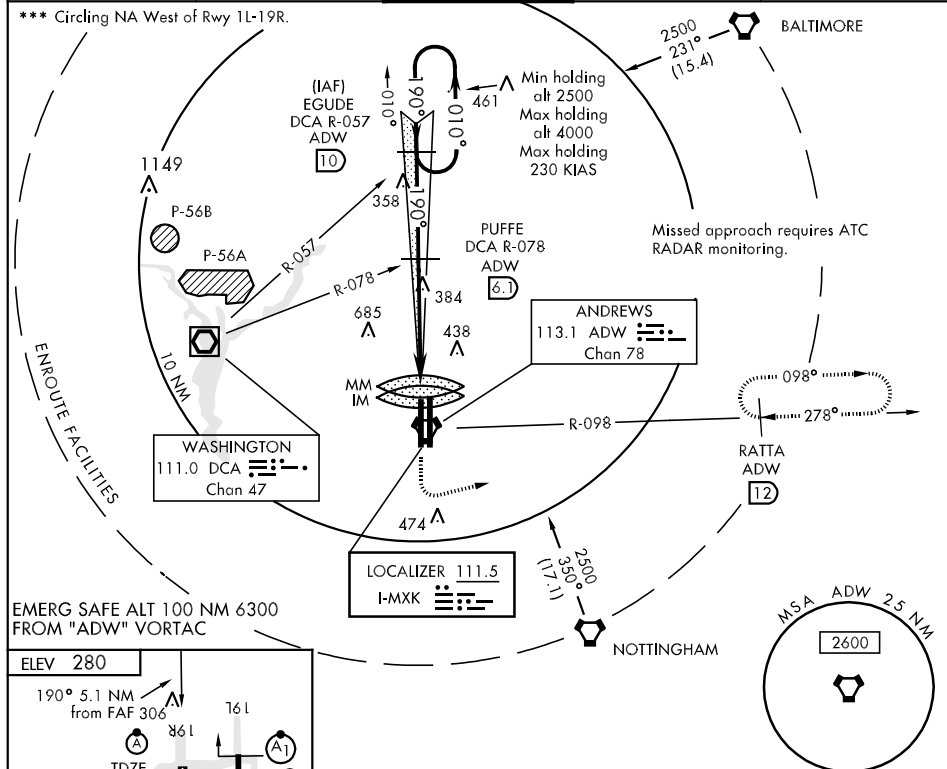
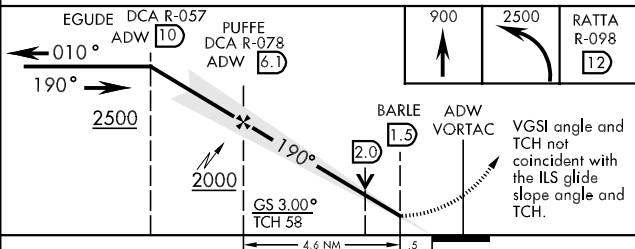
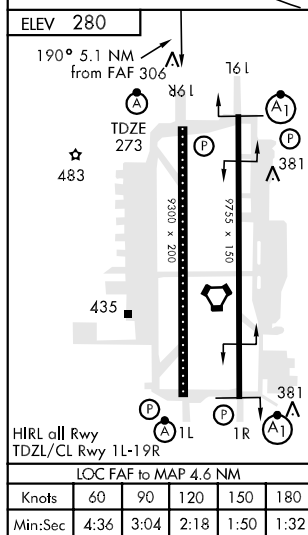
AL-561 [USAF]

ANDREWS AFB (KADW)

▽ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.	ALSF-2 	MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct RATTa and hold.
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ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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*** Circling NA West of Rwy 1L-19R.

EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC

CATEGORY	A	B	C	D	E
S-ILS 19R*	473/18	200 (200-½)	473/24	200 (200-½)	
S-LOC 19R**	680/24	407 (400-½)	680/40	407 (400-¾)	680/50 407 (400-1)
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1 ½)	840-2 560 (600-2)	880-2 600 (600-2)

LOC I-RWS 111.5	APCH CRS 010°	Rwy Idg TDZE Arpt Elev 9300 260 280
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AL-561 [USAF]

ANDREWS AFB (KADW)



MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

ATIS
113.1 251.05

POTOMAC APP CON
119.3 335.5

ANDREWS TOWER
118.4 349.0

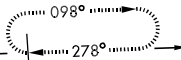
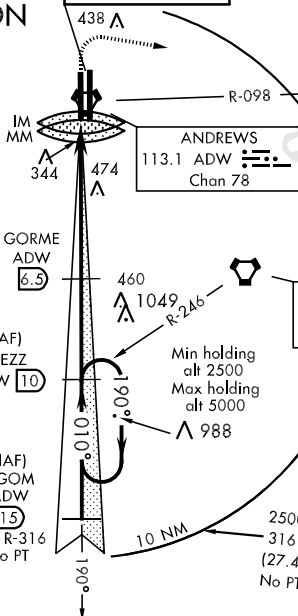
GND CON
121.8 275.8

CLNC DEL
127.55 285.475

**CATEGORY II ILS
SPECIAL AIRCREW &
AIRCRAFT CERTIFICATION
REQUIRED**

LOCALIZER **111.5**
I-RWS

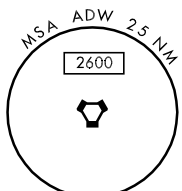
Missed approach requires
ATC RADAR monitoring.



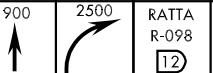
RATTA
ADW
12

NOTTINGHAM
113.7 OTT
Chan 84

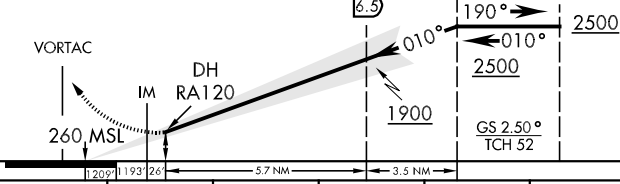
PATUXENT
117.6 PXT
Chan 123



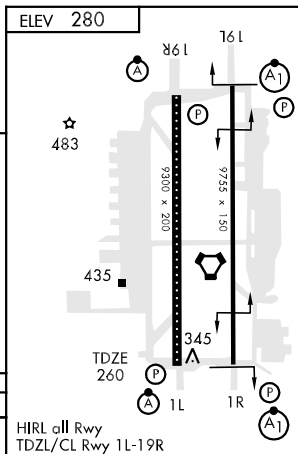
EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC



PREZZ ADW **10** OTT R-246
FIGOM ADW **15** PXT R-316



CATEGORY	A	B	C	D	E
S-ILS 1L	RA 120/12	100	DA 360		



HIRL all Rwy
TDZL/CL Rwy 1L-19R

LOC I-MXK <u>111.5</u>	APCH CRS 190°	Rwy Idg 9300 TDZE 273 Arpt Elev 280
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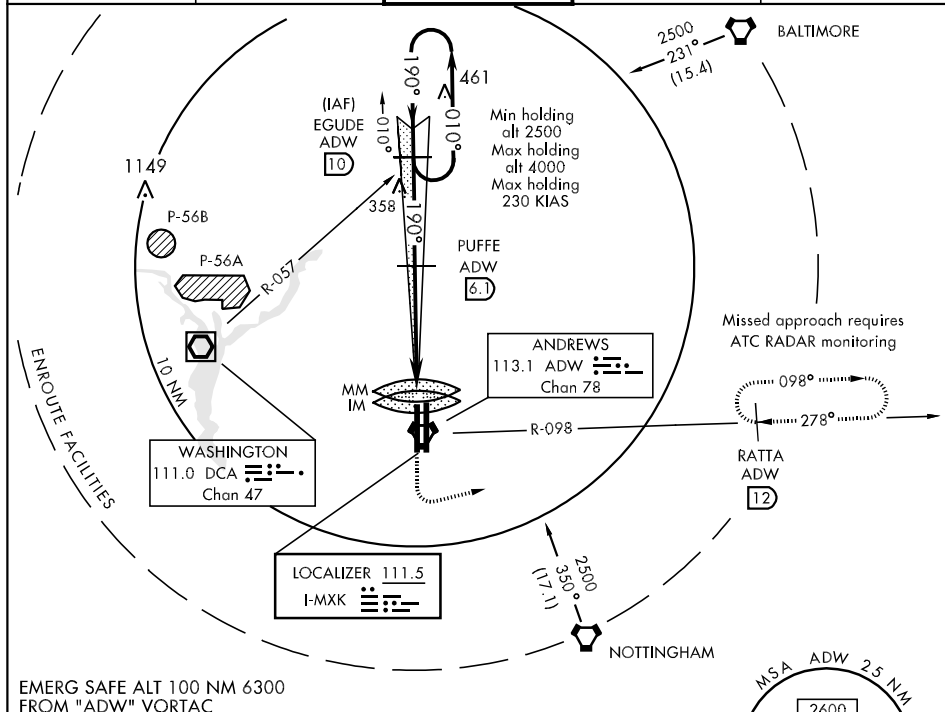
AL-561 [USAF]

ANDREWS AFB (KADW)

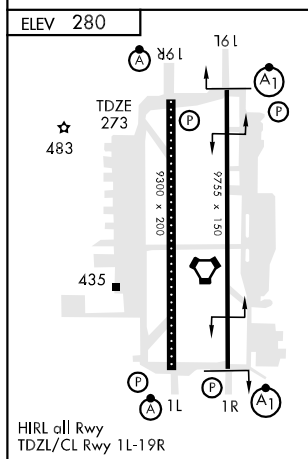


MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

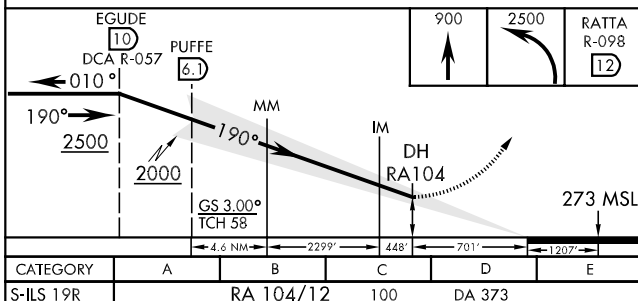
ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC



CATEGORY II ILS-SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION REQUIRED



CAMP SPRINGS, MARYLAND

38° 49'N-76° 52'W

ANDREWS AFB (KADW)

Orig 10294

ILS RWY 19R (CAT II)


NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
119.85 322.3 (DCA ARRIVALS ONLY)
128.35 270.275 (ADW ARRIVALS ONLY)
ANDREWS AFB ATIS
113.1 251.05
WASHINGTON NATIONAL ATIS
132.65

WASHINGTON
111.0 DCA 
Chan 47

RONALD REAGAN
WASHINGTON NATIONAL

P-56
COLLEGE PARK
ANDREWS AFB


FREEWAY

SAMMO
N38°44.66'
W77°03.66'

R-198

R-289

WASHINGTON EXECUTIVE/
HYDE FIELDPOTOMAC
AIRFIELD

NOTTINGHAM
113.7 OTT 
Chan 84

NOTE: Aircraft use DCA ATIS to
determine the direction
of landing prior to IRONS
INT. (DCA only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM
NORTH OF DCA-AVOID-SURFACE
TO 18,000 MSL.

IRONS
N38°31.87'
W77°06.37'

20

210K

(14)

OJAAY
N38°17.56'
W77°09.38'
**TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION**
(DCA only)
Expect to cross at 10,000 feet
(and expect 250 kts in a North operation).

JIMBE
N38°07.68'
W77°11.44'

48

210K

(10)

38

EPICS
N37°47.15'
W77°15.82'

2500


018

(17)

FLAT ROCK
113.3 FAK 
Chan 80

R-066

R-315

HARCUM
108.8 HCM 
Chan 25

RICHMOND
114.1 RIC 
Chan 88

N37°30.14' - W77°19.22'

L-34-36, H-10-12

NOTE: Chart not to scale.

RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018
and DCA R-198 to IRONS INT. Thence. . .

. . . From over IRONS INT:

Ronald Reagan Washington National Airport (DCA only):

LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to
the final approach course.

LANDING NORTH: Expect vectors to final approach course.

All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

MORNINGSIDE ONE DEPARTURE

SL-561 [USAF]

CAMP SPRINGS, MARYLAND

ATIS 113.1 251.05
 GND CON
 121.8 275.8
 ANDREWS TOWER
 118.4 349.0
 POTOMAC TRACON DEP CON
 125.65 348.725

1149
 A

RADAR REQUIRED

RADAR VECTORS REQUIRED
 WITHIN 10 NM
 FROM DEPARTURE

ANDREWS
 113.1 ADW 
 Chan 78

010°

190°

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on track 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the South or East.

MORNINGSIDE ONE DEPARTURE

CAMP SPRINGS, MARYLAND

ANDREWS AFB (KADW)

LOM RW 360	APCH CRS 010°	Rwy Idg 9300 TDZE 260 Arpt Elev 280
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AL-561 [USAF]

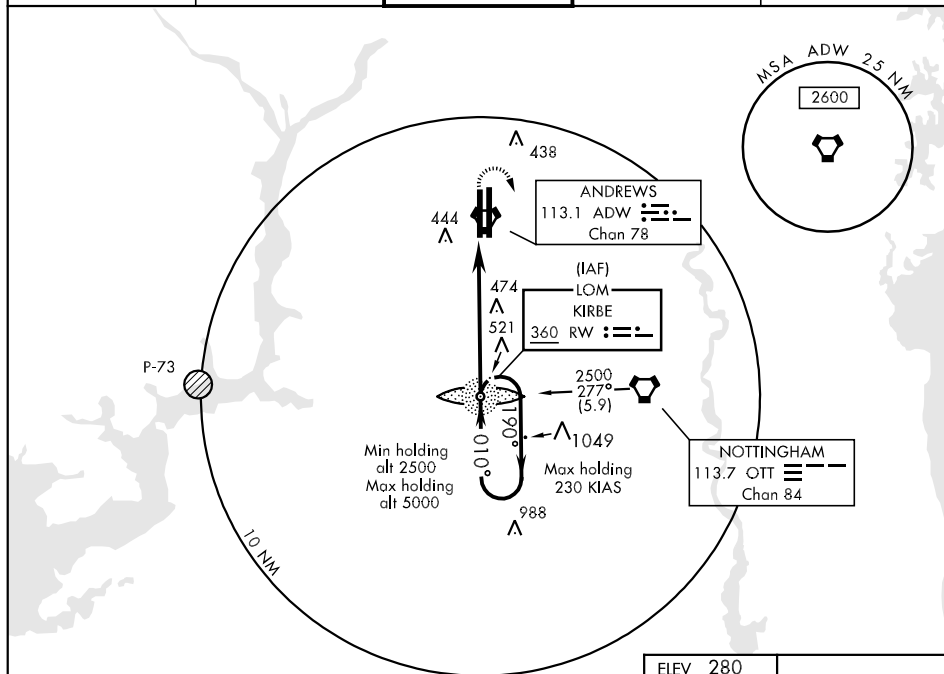
ANDREWS AFB (KADW)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1L-19R.

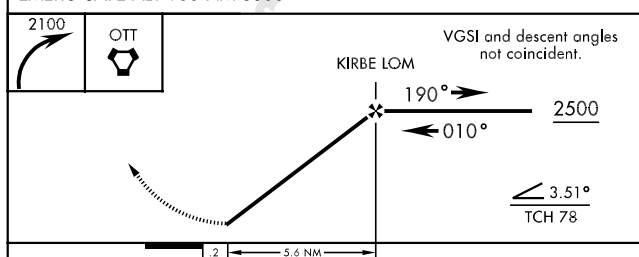


MISSED APPROACH: Climbing right turn to 2100 direct OTT VORTAC.
Expect further clearance from APP CON.

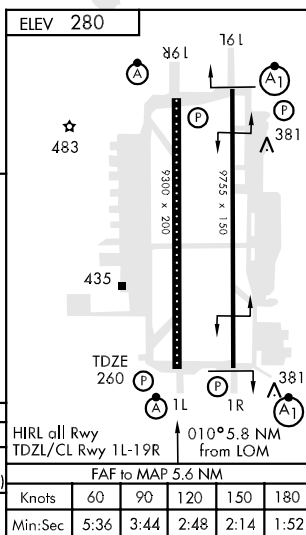
ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-1L *	800/24 540 (600-½)	800/50 540 (600-1¼)	800/60 540 (600-1¼)	800-1½ 540 (600-1½)	800-1½ 540 (600-1½)
CIRCLING **	800-1 520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)	880-2 600 (600-2)



APCH CRS	Rwy Idg	9300
010°	TDZE	260
	Arpt Elev	280

AL-561 [USAF]

ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 ** Circling not authorized W of Rwy 1L-19R.

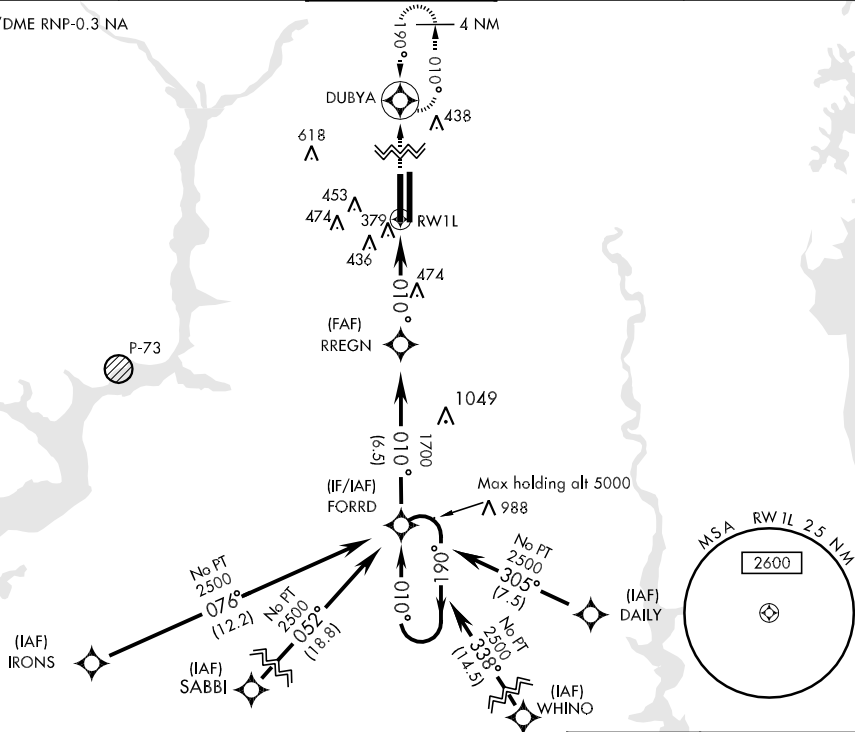
ALSF-2



MISSED APPROACH: Climb to 2600 direct DUBYA and hold.

ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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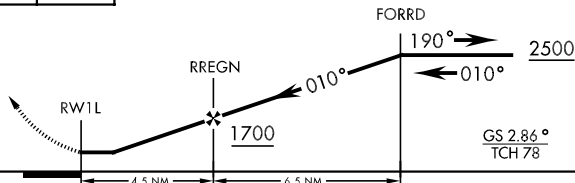
DME/DME RNP-0.3 NA



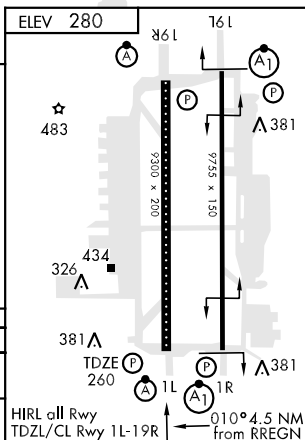
EMERG SAFE ALT 100 NM 6300



VGSI angle and descent angle not coincident.



CATEGORY	A	B	C	D	E
LNAV MDA*	760/24 500 (500-½)	760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1½)	760/60 500 (500-1½)
CIRCLING**	760-1 480 (500-1)	760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)	880-2 600 (600-2)



CAMP SPRINGS, MARYLAND

38° 49'N-76° 52'W

ANDREWS AFB (KADW)

Orig 10294

RNAV (GPS) RWY 1L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APCH CRS 190°	Rwy Idg TDZE Arpt Elev	9300 273 280
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AL-561 [USAF]

ANDREWS AFB (KADW)

- V** * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 ** Circling not authorized W of Rwy 1L-19R.

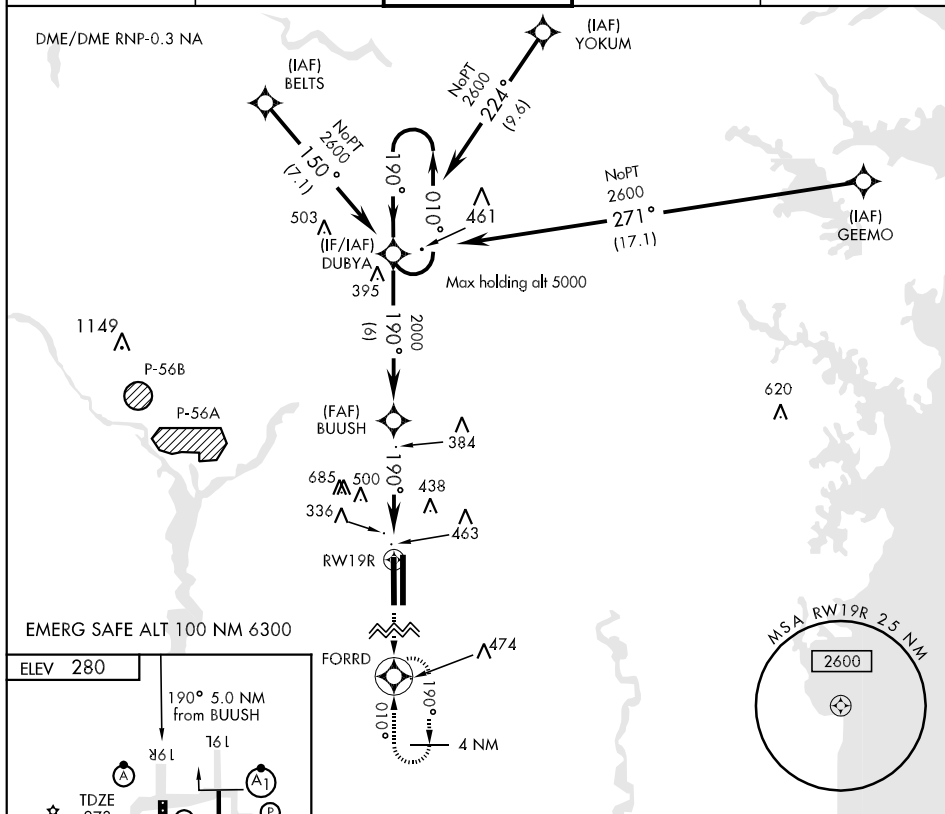
ALSF-2



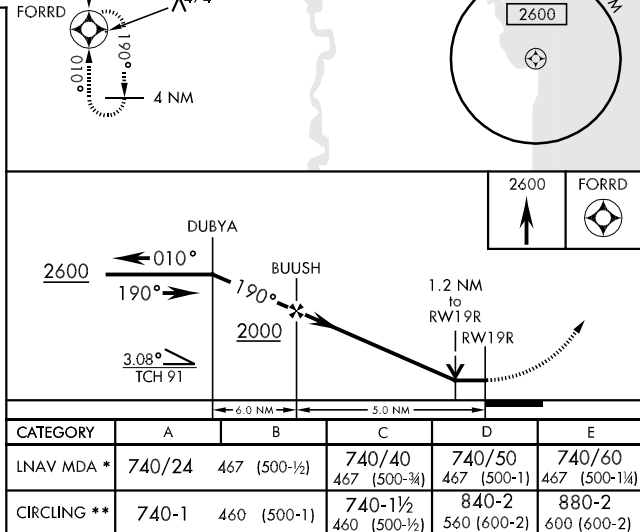
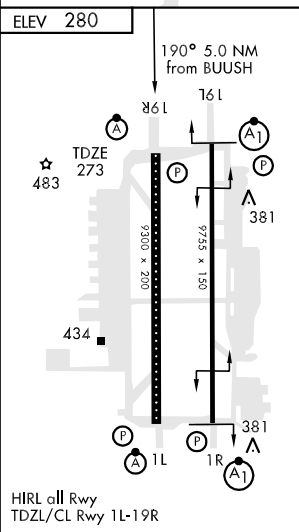
MISSED APPROACH: Climb to 2600 direct FORRD and hold.

ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 6300



VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy Idg 9300 TDZE 260 Arpt Elev 280
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AL-561 [USAF]

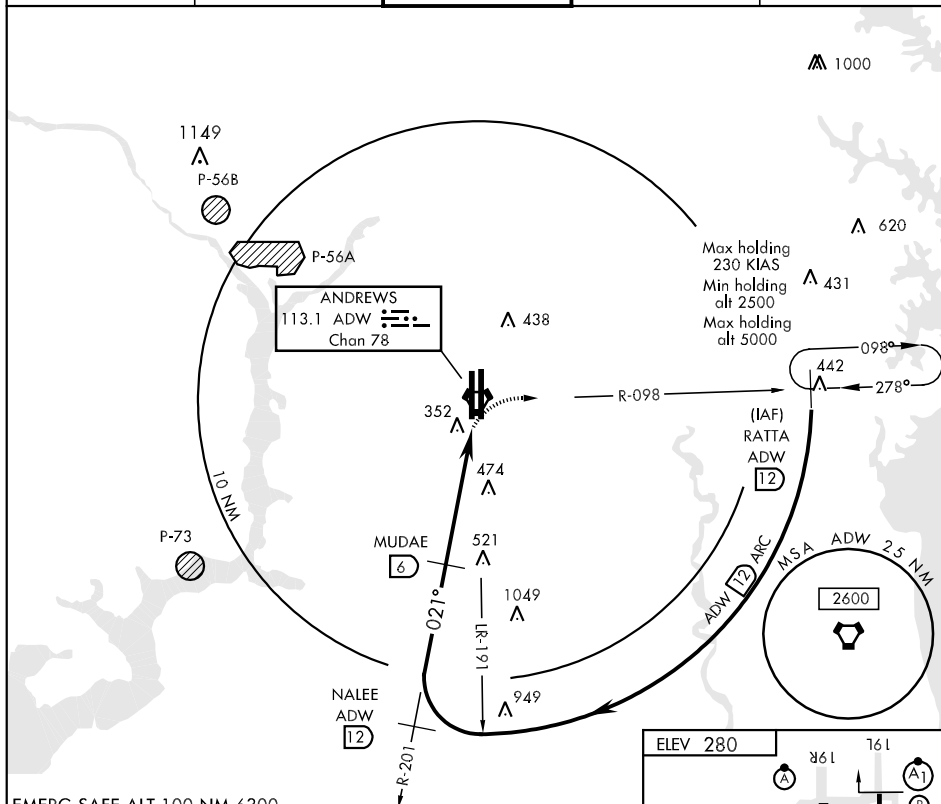
ANDREWS AFB (KADW)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
 CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles,
 CAT E vis to 1¾ miles.
 ** Circling not authorized W of Rwy 1L-19R.

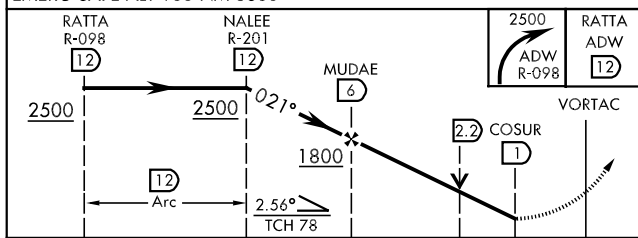


MISSED APPROACH: Climb to 2500 via
ADW VORTAC R-098 to RATTa and hold.

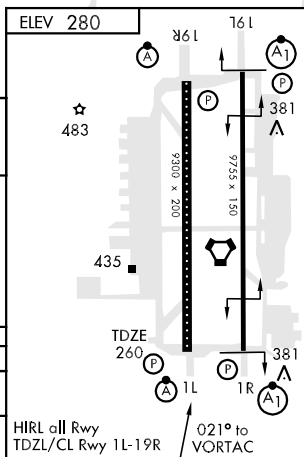
ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-1L *	760/24 500 (500-½)	760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)	760/60 500 (500-1½)
CIRCLING **	760-1 480 (500-1)	760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)	880-2 600 (600-2)



VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy Idg 9755 TDZE 265 Arpt Elev 280
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AL-561 [USAF]

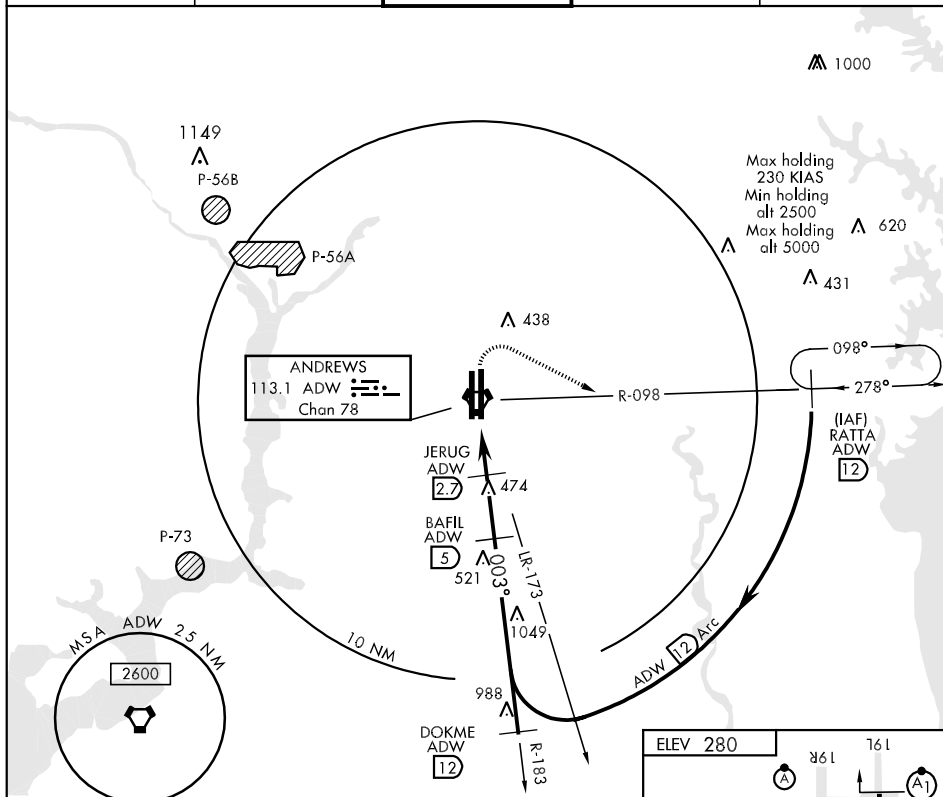
ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.
 ** Circling not authorized W of Rwy 1L-19R.

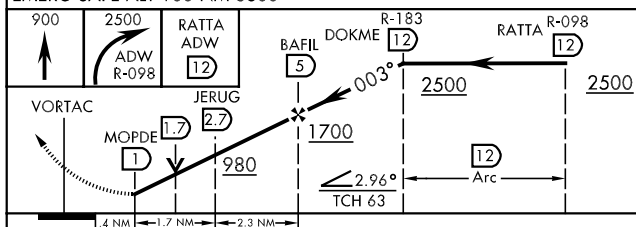


MISSED APPROACH: Climb to 900 then climbing right turn to 2500 to RATTa via ADW R-098 and hold.

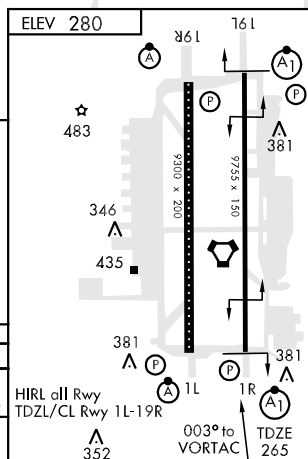
ATIS 113.1 251.05	POTOMAC APP CON 119.3 335.5	ANDREWS TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475
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EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-1R *	660/40	395	(400-34)	660/50	395 (400-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)



VORTAC ADW 113.1 Chan 78	APCH CRS 196°	Rwy Idg 9755 TDZE 280 Arpt Elev 280
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AL-561 [USAF]

ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.

** Circling not authorized W of Rwy 1L-19R.

ALSF-1



MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

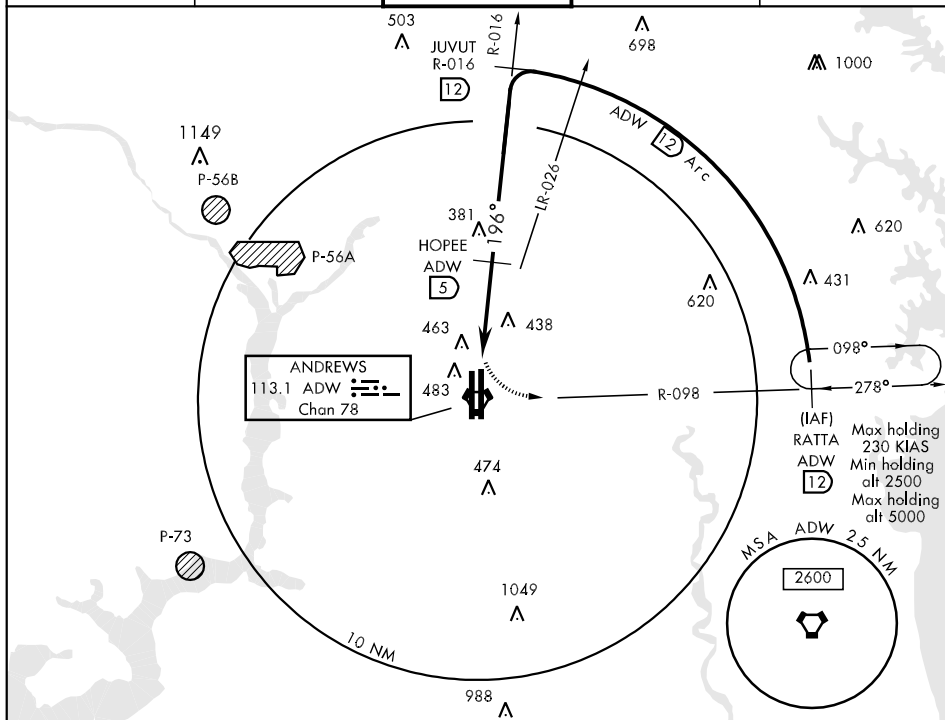
ATIS
113.1 251.05

POTOMAC APP CON
119.3 335.5

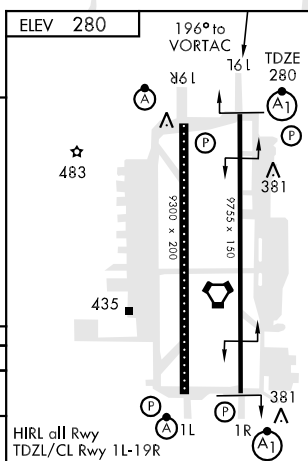
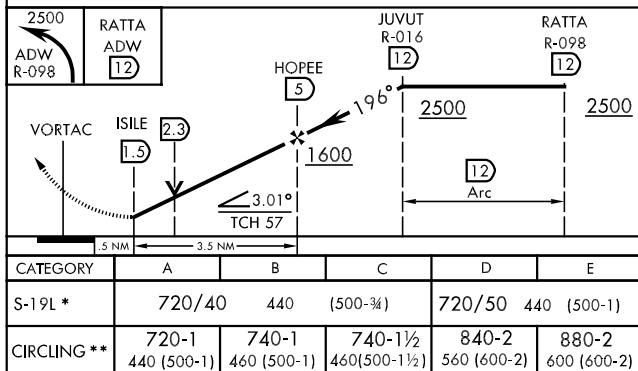
ANDREWS TOWER
118.4 349.0

GND CON
121.8 275.8

CLNC DEL
127.55 285.475



EMERG SAFE ALT 100 NM 6300



CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 19L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy Idg 9300 TDZE 273 Arpt Elev 280
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AL-561 [USAF]

ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾.

** Circling not authorized W of Rwy 1L-19R.

ALSF-2



MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

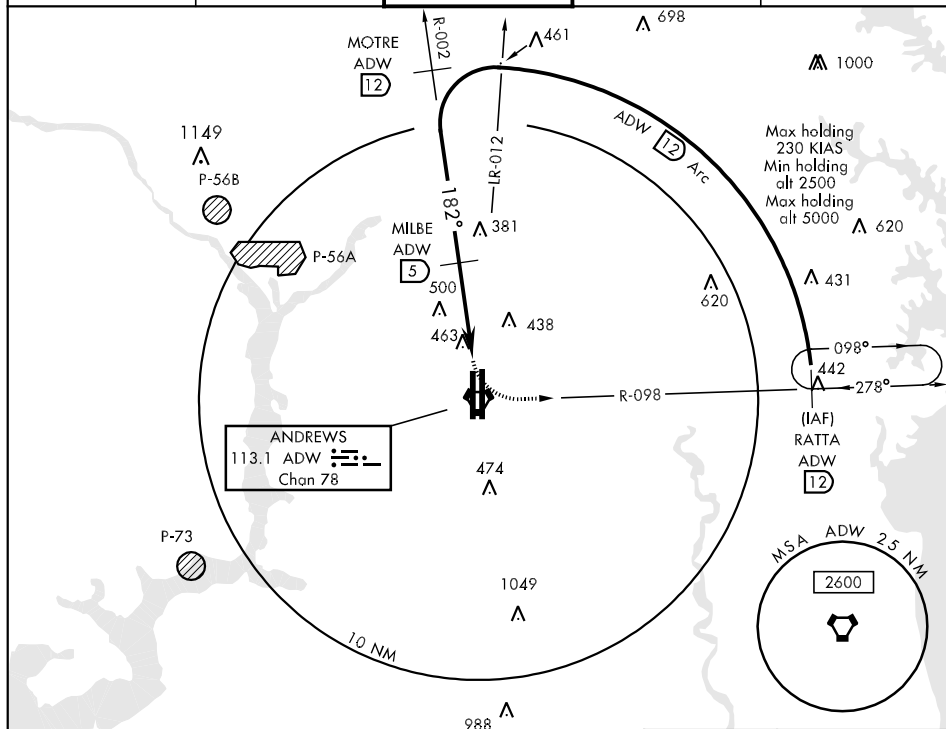
ATIS
113.1 251.05

POTOMAC APP CON
119.3 335.5

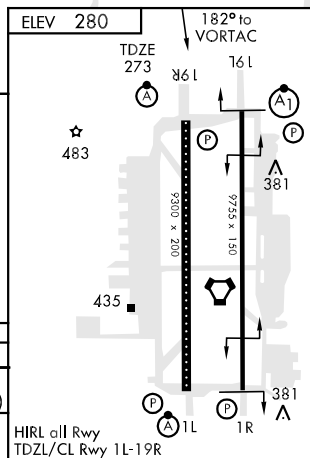
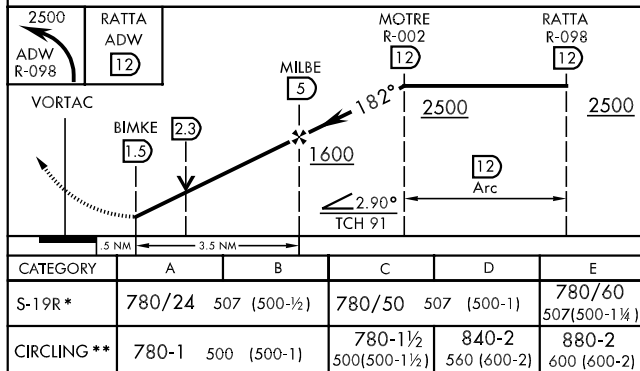
ANDREWS TOWER
118.4 349.0

GND CON
121.8 275.8

CLNC DEL
127.55 285.475



EMERG SAFE ALT 100 NM 6300



CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 19R

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

VORTAC ADW
113.1
Chan 78

APCH CR
278°

Rwy Idg	N/A
TDZE	N/A
Arpt Elev	280

AL-561 [USAF]

ANDREWS AFB (KADW)



* Circling not authorized west of RWY 1L-19R.

MISSED APPROACH: Climbing right turn to 2500
DIRECT RATTA and hold.

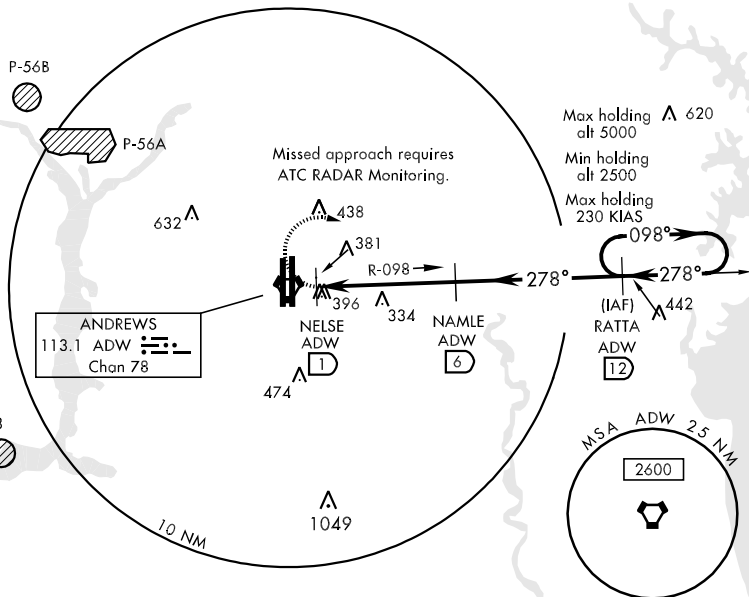
ATIS
113.1 251.05

POTOMAC APP CON
119.3 335.5

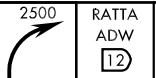
ANDREWS TOWER
118.4 349.0

GND CON
121.8 275.8

CLNC DEL
127.55 285.475



EMERG SAFE ALT 100 NM 6300



VORTAC

NELS

NAMLE

RATT
12

○ 十

 2500

9

5

10

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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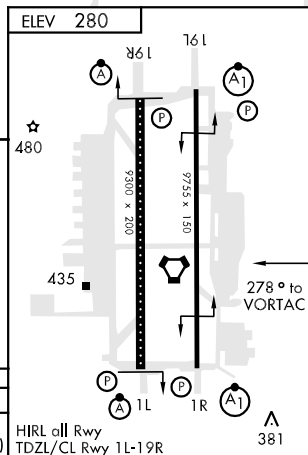
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CATEGORY
CIRCUIT

A	B
820-1	540 (600-1)

C	D
820-1½	840-2

E
880-2



CAMP SPRINGS, MARYLAND

38° 49' N-76° 52' W

ANDREWS AFB (KADW)

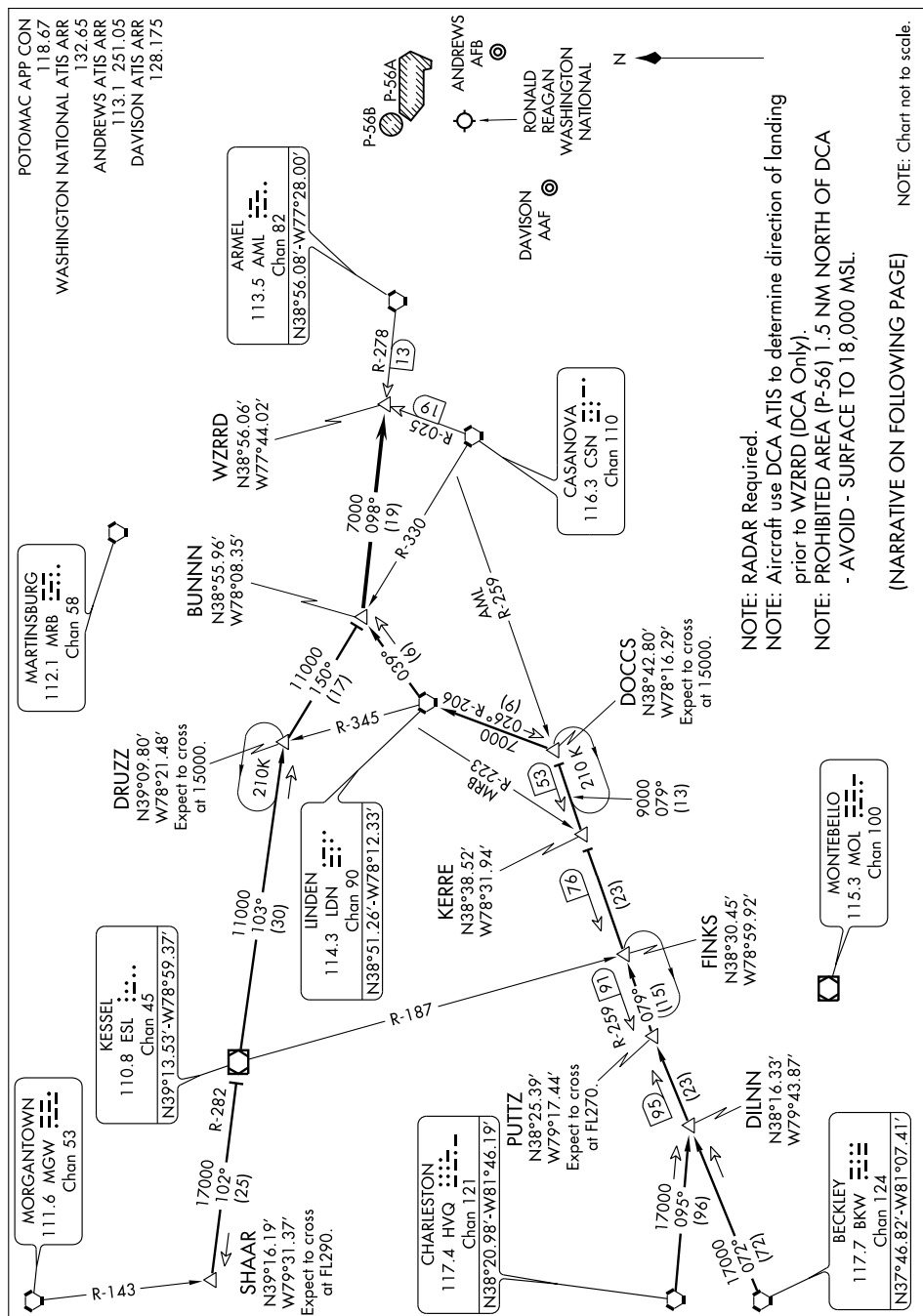
Orig 10294

VOR/DME or TACAN-A

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3. 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

(WZRRD.WZRRD2) 09071

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMBRIDGE-DORCHESTER (CGE) 3 SE UTC-5(-4DT) N38°32.36' W76°01.82'

20 B S4 FUEL 100LL, JET A NOTAM FILE DCA

RWY 16-34: H4477X75 (ASPH-GRVD) S-14 MIRL

RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46'. Trees.

RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35'. Railroad.

AIRPORT REMARKS: Attended 1300-2200Z±. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16-34, REIL and PAPI Rwy 16 and Rwy 34—121.9.

WEATHER DATA SOURCES: AWOS-3 120.675 (410) 228-7559.**COMMUNICATIONS:** CTAF/UNICOM 122.7

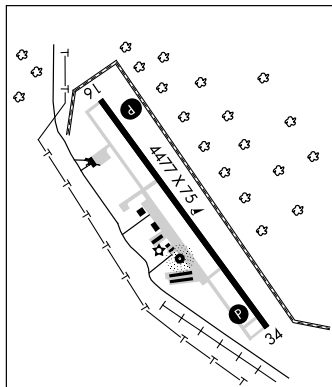
Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z±, Sat-Sun 1300-2300Z±, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z±, Sat-Sun 2300-1300Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27' W76°24.01' 059° 23.1 NM to fld. 20/10W.

NDB (MHW) 355 CGE N38°32.23' W76°01.83' at fld.



WASHINGTON

L-34F, 361, A

IAP

CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)**CECIL CO** (See ELKTON)**CHURCHVILLE****HARFORD CO** (ØW3) 3 E UTC-5(-4DT) N39°34.01' W76°12.15'

409 B S4 FUEL 100LL NOTAM FILE DCA

RWY 10-28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W

RWY 10: REIL. RWY 28: REIL. Thld dspcd 100'. Pole.

RWY 01-19: 2000X75 (TURF) 0.5% up S

RWY 01: Pole. RWY 19: Trees.

RWY 14-32: 1600X75 (TURF)

RWY 14: Trees. RWY 32: Trees.

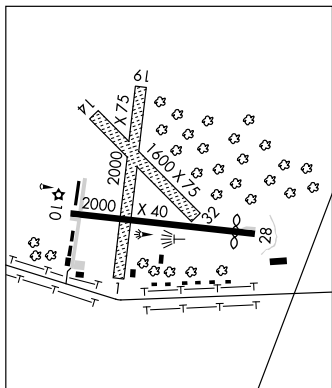
AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 01-19 CLOSED Nov 15-Apr 30 except PPR call 410-836-2828. Extensive glider ops on turf ldg area. Birds/wildlife on and in/ov arpt. Rwy 10-28 NSTD LIRL, no dspcd thld lgts. Arpt lgts opr dusk-0600Z±. Rwy 01-19 ends/sides marked with barrels.

COMMUNICATIONS: CTAF/UNICOM 122.8

POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69' W75°36.42' 267° 28.4 NM to fld. 70/10W.



WASHINGTON

L-29E, 34F, 361, A

IAP

CLEARVIEW AIRPARK (See WESTMINSTER)

APP CRS 104°	Rwy Idg TDZE Apt Elev	N/A N/A 409
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RNAV (GPS)-B

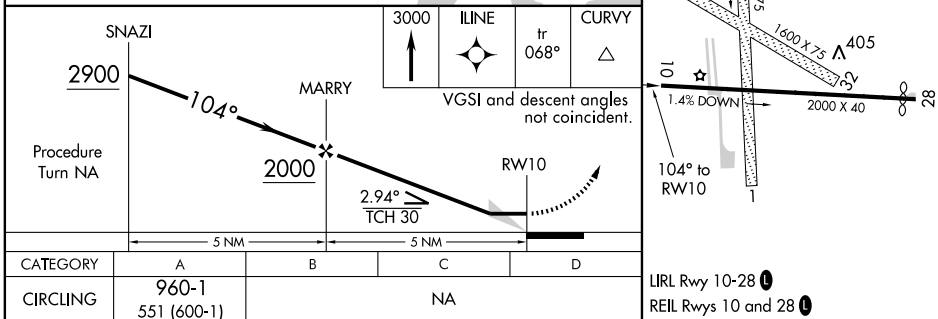
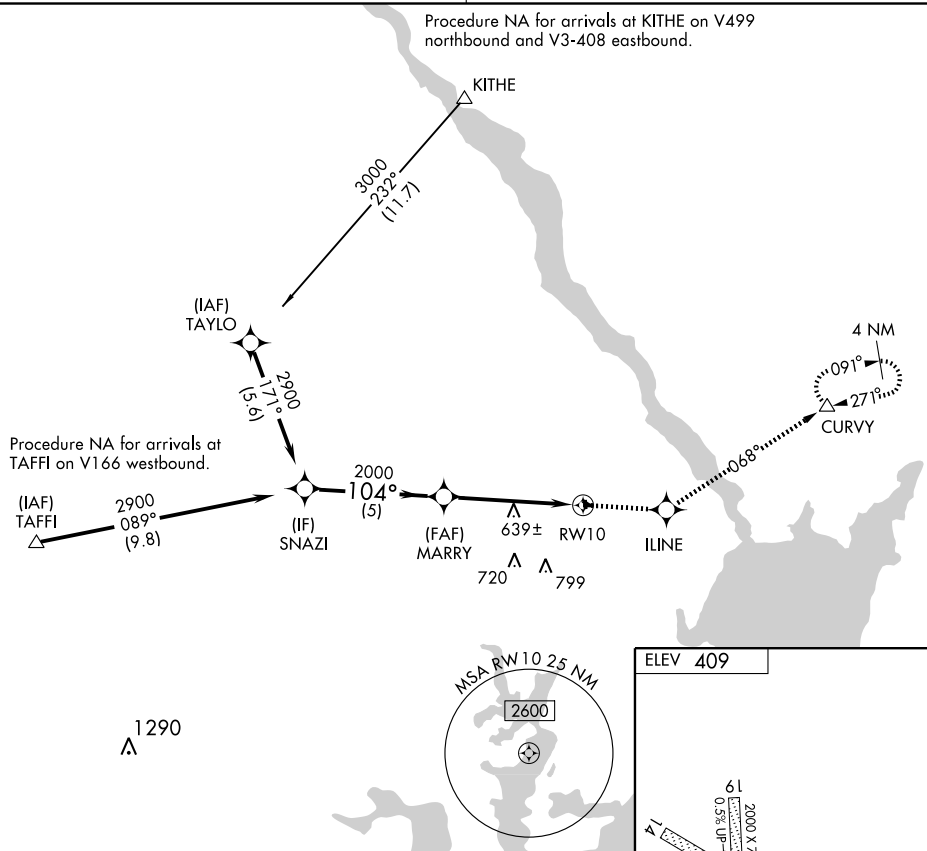
CHURCHVILLE/ HARFORD COUNTY (0W3)

T DME/DME RNP- 0.3 NA. Use Phillips AAF altimeter setting;
A NA when not received use Baltimore/Washington Intl Thurgood
Marshall altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

POTOMAC APP CON
125,525 291,625

UNICOM
122.8 (CTAF) **L**



CHURCHVILLE, MARYLAND
Orig 29JUL10

CHURCHVILLE/ HARFORD COUNTY (0W3)
RNAV (GPS)-B

39°34'N - 76°12'W

NE-3. 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME PPM 108.4 Chan 21	APP CRS 176°	Rwy Idg TDZE Apt Elev N/A N/A 409
---	------------------------	---

VOR/DME-A

CHURCHVILLE/ HARFORD COUNTY (ØW3)

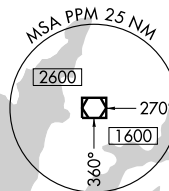
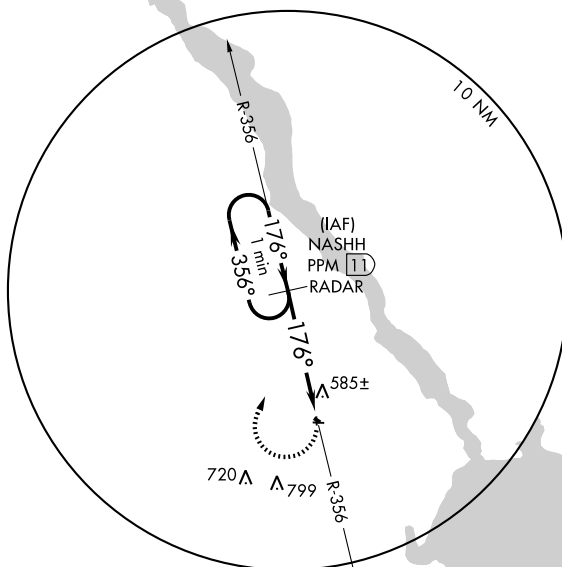
▼ Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

▲ NA

MISSED APPROACH: Climbing right turn to 2800 via PPM R-356 to NASHH 11 DME/RADAR and hold.

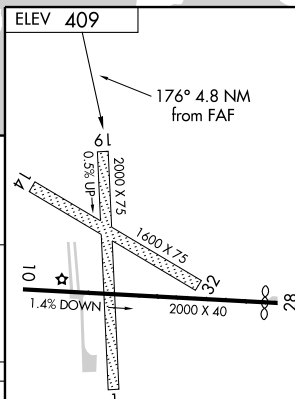
POTOMAC APP CON
125.525 291.625

UNICOM
122.8 (CTAF) 0

RADAR REQUIRED

PHILLIPS
108.4 PPM
Chan 21

A1290



One Minute
Holding Pattern

NASHH
PPM 11
RADAR

2800
PPM R-356
NASHH
PPM 11

2800

356°

176°

176°

PPM 6.2

4.8 NM

CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS				
CIRCLING	1000-1 591 (600-1)	NA		

ILRL Rwy 10-28 0
REIL Rws 10 and 28 0

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC-5(-4DT) N38°44.90' W76°55.97'

WASHINGTON

249 B S4 FUEL 100LL JET A TPA-1049(800) NOTAM FILE DCA

COPTER

RWY 05-23: H3000X60 (ASPH) LIRL

L-29E, 34F, 36I, A

RWY 05: REIL. APAP(PN1L)—GA 3.5° TCH 19'. Trees.

IAP

RWY 23: APAP(PN1L)—GA 4.0° TCH 43'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05-23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05-23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300-1200Z†. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

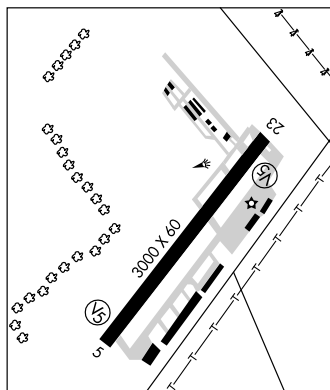
COMMUNICATIONS: CTAF/UNICOM 122.8

® **POTOMAC APP/DEP CON** 124.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57'

W77°02.19' 153° 8.3 NM to fld. 9/09W.



COLLEGE PARK (CGS) 1 E UTC-5(-4DT) N38°58.84' W76°55.34'

WASHINGTON

48 B FUEL 100LL TPA-1048(1000) NOTAM FILE CGS

COPTER

RWY 15-33: H2607X60 (ASPH) MIRL 0.4% up NW

L-29E, 34F, 36I, A

RWY 15: REIL. APAP(PN1L)—GA 5.0° TCH 40'. Thld dspcd 416'. Trees.

IAP

RWY 33: REIL. APAP(PN1L)—GA 5.0° TCH 36'. Thld dspcd 201'.

Trees.

AIRPORT REMARKS: Attended 1200-0300Z†. Deer on and invof arpt nghts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233' AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15-33; APAP Rwy 15 and 33; REIL Rwy 15 and 33 opr med ints only dusk-0300Z†; after 0300Z† ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301-864-5844. No tkfs 0300-1200Z†; ldg only. Noise abatement procedures in effect ctc arpt manager 301-864-5844. Rwy 33 VASI OTS indef.

WEATHER DATA SOURCES: AWOS-3 121.225 (301) 864-5497.

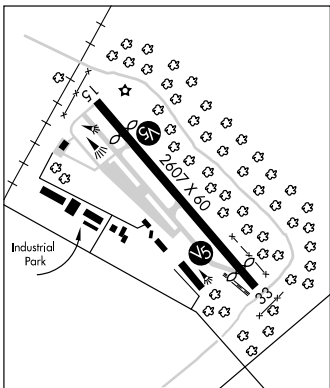
COMMUNICATIONS: CTAF/UNICOM 122.975

® **POTOMAC APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26'

W76°39.68' 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC-5(-4DT) N38°01.06' W75°49.67'

WASHINGTON

4 B FUEL 100LL NOTAM FILE DCA

L-34F, 36I

RWY 06-24: 3280X120 (TURF)

IAP

RWY 06: Thld dspcd 1167'. Trees.

RWY 24: Trees.

RWY 14-32: H2490X75 (ASPH) S-12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

RWY 32: REIL. PAPI(P2L)—GA 3.25°. TCH 33'. Road.

AIRPORT REMARKS: Attended 1330-2130Z†. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06-24 ends and edges marked with cones, Rwy 06 dspcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **PATUXENT APP/DEP CON** 127.95 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

WASHINGTON CENTER APP/DEP 132.55 (Mon-Fri 0400-1200Z†, Sat-Sun 2300-1300Z†)


RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40' W75°27.84' 270° 17.4 NM to fld. 40/08W.

IRONS FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
119.85 322.3 (DCA ARRIVALS ONLY)
128.35 270.275 (ADW ARRIVALS ONLY)
ANDREWS AFB ATIS
113.1 251.05
WASHINGTON NATIONAL ATIS
132.65

WASHINGTON
111.0 DCA 
Chan 47

RONALD REAGAN
WASHINGTON NATIONAL

P-56
COLLEGE PARK
ANDREWS AFB


FREEWAY

SAMMO
N38°44.66'
W77°03.66'

R-198

R-289

WASHINGTON EXECUTIVE/
HYDE FIELDPOTOMAC
AIRFIELD

NOTTINGHAM
113.7 OTT 
Chan 84

NOTE: Aircraft use DCA ATIS to
determine the direction
of landing prior to IRONS
INT. (DCA only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM
NORTH OF DCA-AVOID-SURFACE
TO 18,000 MSL.

IRONS
N38°31.87'
W77°06.37'

20

210K

(14)

OJAAY
N38°17.56'
W77°09.38'
**TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION**
(DCA only)
Expect to cross at 10,000 feet
(and expect 250 kts in a North operation).

JIMBE
N38°07.68'
W77°11.44'

48

210K

(10)

EPICS
N37°47.15'
W77°15.82'

38


210K

(21)

FLAT ROCK
113.3 FAK 
Chan 80

R-066

R-315

HARCUM
108.8 HCM 
Chan 25

RICHMOND
114.1 RIC 
Chan 88

N37°30.14' - W77°19.22'

NOTE: Chart not to scale.

L-34-36, H-10-12

RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018
and DCA R-198 to IRONS INT. Thence. . .

. . . From over IRONS INT:

Ronald Reagan Washington National Airport (DCA only):

LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to
the final approach course.

LANDING NORTH: Expect vectors to final approach course.

All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

APP CRS
052°

Rwy Idg
TDZE **3000**
Apt Elev **249**

RNAV (GPS) RWY 5

CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)



NA

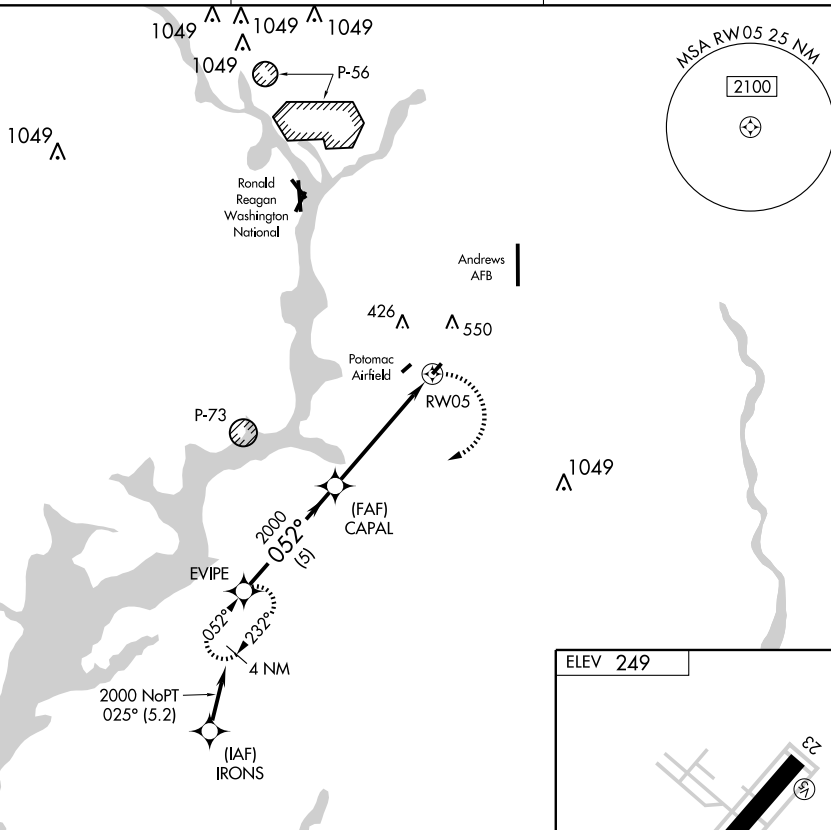
Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 2000 direct EVIPE WP and hold.

ANDREWS ATIS
113.1

POTOMAC APP CON
124.7 338.2

UNICOM
122.8 (CTAF)



Procedure
Turn
NA

EVIPE

CAPAL

2000

EVIPE

2000

052°

2000

VGSI and descent
angles not coincident.

RW05

3.05°

TCH 40

5 NM

5.3 NM

CATEGORY

A

B

C

D

LNAV MDA

660-1

411 (500-1)

NA

CIRCLING

680-1

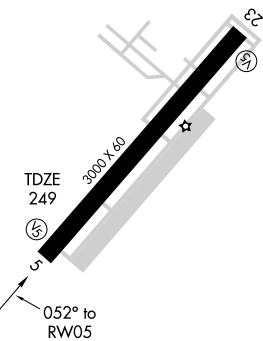
700-1

NA

431 (500-1)

451 (500-1)

ELEV 249



CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC-5(-4DT) N38°44.90' W76°55.97'

WASHINGTON

249 B S4 FUEL 100LL JET A TPA-1049(800) NOTAM FILE DCA

COPTER

RWY 05-23: H3000X60 (ASPH) LIRL

L-29E, 34F, 36I, A

RWY 05: REIL. APAP(PN1L)—GA 3.5° TCH 19'. Trees.

IAP

RWY 23: APAP(PN1L)—GA 4.0° TCH 43'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1100-0100Z†, Sat-Sun 1300-2300Z†. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05-23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05-23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300-1200Z†. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

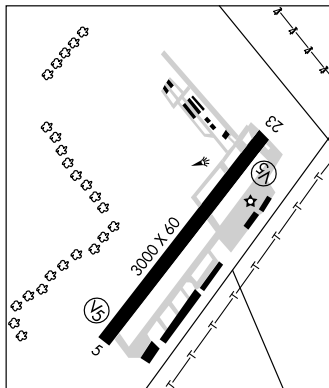
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **POTOMAC APP/DEP CON 124.7**

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57'

W77°02.19' 153° 8.3 NM to fld. 9/09W.



COLLEGE PARK (CGS) 1 E UTC-5(-4DT) N38°58.84' W76°55.34'

WASHINGTON

48 B FUEL 100LL TPA-1048(1000) NOTAM FILE CGS

COPTER

RWY 15-33: H2607X60 (ASPH) MIRL 0.4% up NW

L-29E, 34F, 36I, A

RWY 15: REIL. APAP(PN1L)—GA 5.0° TCH 40'. Thld dspcd 416'. Trees.

IAP

RWY 33: REIL. APAP(PN1L)—GA 5.0° TCH 36'. Thld dspcd 201'.

Trees.

AIRPORT REMARKS: Attended 1200-0300Z†. Deer on and invof arpt nghts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233' AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15-33; APAP Rwy 15 and 33; REIL Rwy 15 and 33 opr med ints only dusk-0300Z†; after 0300Z† ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301-864-5844. No tkfs 0300-1200Z†; ldg only. Noise abatement procedures in effect ctc arpt manager 301-864-5844. Rwy 33 VASI OTS indef.

WEATHER DATA SOURCES: AWOS-3 121.225 (301) 864-5497.

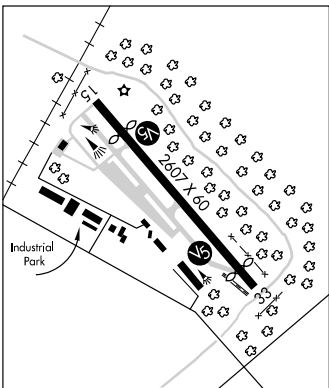
COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **POTOMAC APP/DEP CON 119.85**

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26'

W76°39.68' 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC-5(-4DT) N38°01.06' W75°49.67'

WASHINGTON

4 B FUEL 100LL NOTAM FILE DCA

L-34F, 36I

RWY 06-24: 3280X120 (TURF)

IAP

RWY 06: Thld dspcd 1167'. Trees. RWY 24: Trees.

RWY 14-32: H2490X75 (ASPH) S-12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39'. RWY 32: REIL. PAPI(P2L)—GA 3.25°. TCH 33'. Road.

AIRPORT REMARKS: Attended 1330-2130Z†. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06-24 ends and edges marked with cones, Rwy 06 dspcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON 127.95** (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

WASHINGTON CENTER APP/DEP 132.55 (Mon-Fri 0400-1200Z†, Sat-Sun 2300-1300Z†)


RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40' W75°27.84' 270° 17.4 NM to fld. 40/08W.

IRONS FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
119.85 322.3 (DCA ARRIVALS ONLY)
128.35 270.275 (ADW ARRIVALS ONLY)
ANDREWS AFB ATIS
113.1 251.05
WASHINGTON NATIONAL ATIS
132.65

WASHINGTON
111.0 DCA 
Chan 47

RONALD REAGAN
WASHINGTON NATIONAL

P-56
COLLEGE PARK
ANDREWS AFB


FREEWAY

SAMMO
N38°44.66'
W77°03.66'

R-198

R-289

WASHINGTON EXECUTIVE/
HYDE FIELDPOTOMAC
AIRFIELD

NOTTINGHAM
113.7 OTT 
Chan 84

NOTE: Aircraft use DCA ATIS to
determine the direction
of landing prior to IRONS
INT. (DCA only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM
NORTH OF DCA-AVOID-SURFACE
TO 18,000 MSL.

IRONS
N38°31.87'
W77°06.37'

20

210K

(14)

48

(10)

JIMBE
N38°07.68'
W77°11.44'

38

210K

OJAAY
N38°17.56'
W77°09.38'
**TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION**
(DCA only)
Expect to cross at 10,000 feet
(and expect 250 kts in a North operation).

EPICS
N37°47.15'
W77°15.82'

(21)

2500


018

(17)

FLAT ROCK
113.3 FAK 
Chan 80

R-066

R-315

HARCUM
108.8 HCM 
Chan 25

RICHMOND
114.1 RIC 
Chan 88

N37°30.14' - W77°19.22'

L-34-36, H-10-12

NOTE: Chart not to scale.

RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018
and DCA R-198 to IRONS INT. Thence. . .

. . . From over IRONS INT:

Ronald Reagan Washington National Airport (DCA only):

LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to
the final approach course.

LANDING NORTH: Expect vectors to final approach course.

All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

RNAV (GPS) RWY 15

COLLEGE PARK (CGS)

APP CRS 136°	Rwy Idg TDZE Apt Elev	2191 47 48
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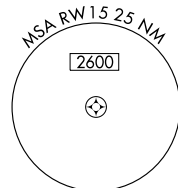
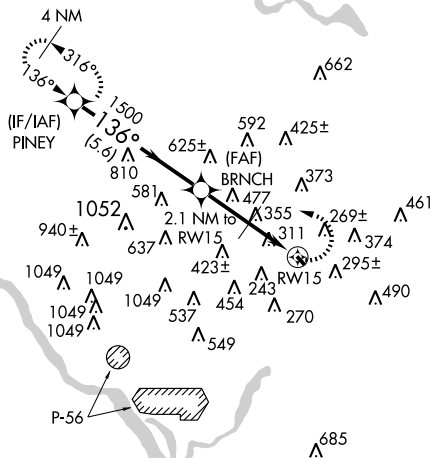
▼
▲ When local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100
direct PINEY WP and hold.

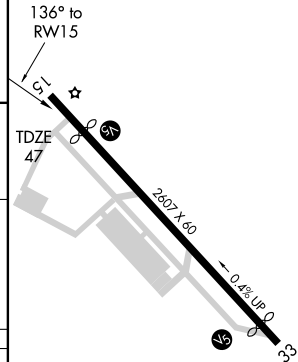
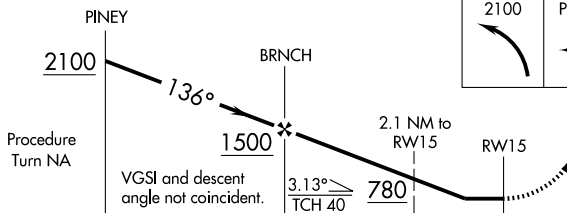
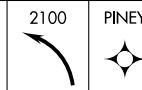
AWOS-3
121.225

POTOMAC APP CON
119.85 322.3

UNICOM
122.975 (CTAF) 0



ELEV **48** Rwy 15 Idg 2191'
Rwy 33 Idg 2406'



CATEGORY	A	B	C	D
LNAV MDA	720-1	673 (700-1)		NA
CIRCLING	760-1	712 (800-1)		NA

MIRL Rwy 15-33 0
REIL Rwy 15 and 33 0

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC-5(-4DT) N38°44.90' W76°55.97'

WASHINGTON

249 B S4 FUEL 100LL JET A TPA-1049(800) NOTAM FILE DCA

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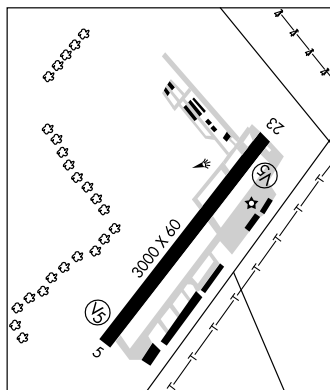
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **POTOMAC APP/DEP CON 124.7**

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57'

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COLLEGE PARK (CGS) 1 E UTC-5(-4DT) N38°58.84' W76°55.34'

WASHINGTON

48 B FUEL 100LL TPA-1048(1000) NOTAM FILE CGS

COPTER

RWY 15-33: H2607X60 (ASPH) MIRL 0.4% up NW

L-29E, 34F, 36I, A

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RWY 33: REIL. APAP(PN1L)—GA 5.0° TCH 36'. Thld dspcd 201'.

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WEATHER DATA SOURCES: AWOS-3 121.225 (301) 864-5497.

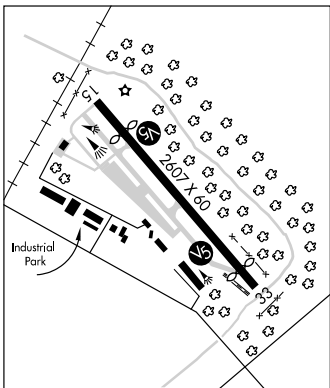
COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **POTOMAC APP/DEP CON 119.85**

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

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WASHINGTON

4 B FUEL 100LL NOTAM FILE DCA

L-34F, 36I

RWY 06-24: 3280X120 (TURF)

IAP

RWY 06: Thld dspcd 1167'. Trees. RWY 24: Trees.

RWY 14-32: H2490X75 (ASPH) S-12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39'. RWY 32: REIL. PAPI(P2L)—GA 3.25°. TCH 33'. Road.

AIRPORT REMARKS: Attended 1330-2130Z†. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06-24 ends and edges marked with cones, Rwy 06 dspcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON 127.95** (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

WASHINGTON CENTER APP/DEP 132.55 (Mon-Fri 0400-1200Z†, Sat-Sun 2300-1300Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40' W75°27.84' 270° 17.4 NM to fld. 40/08W.

APP CRS **322°**
 Rwy Idg **2490**
 TDZE **4**
 Apt Elev **4**

RNAV (GPS) RWY 32

CRISFIELD MUNI (W41)

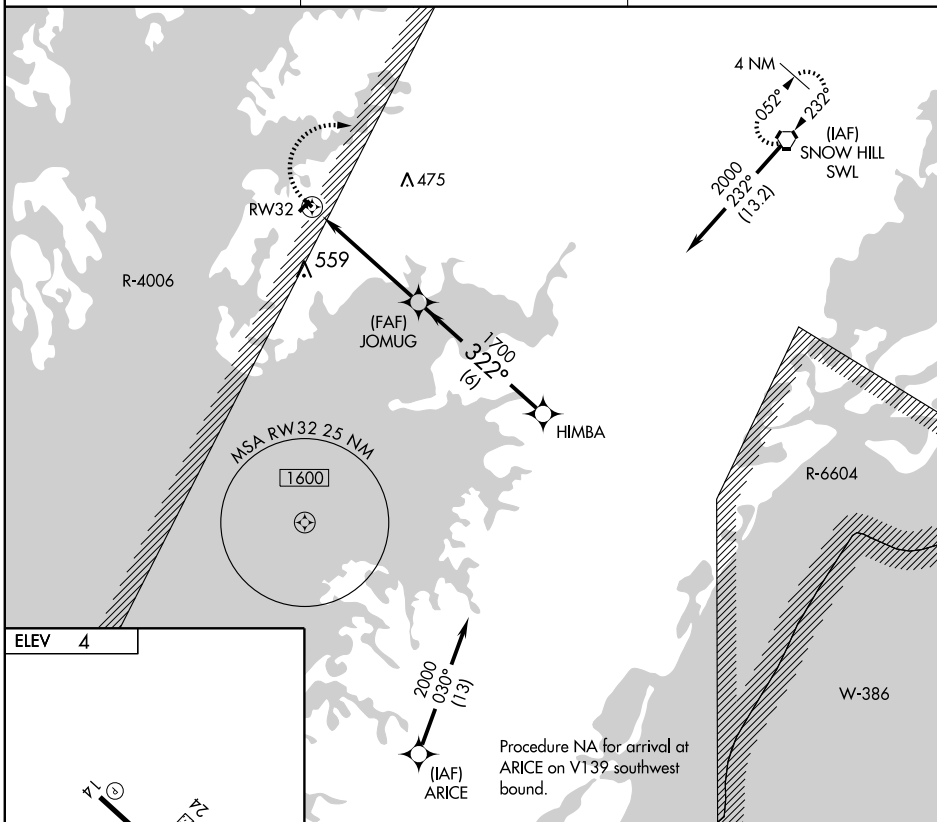
▼
 ▲ NA
 Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

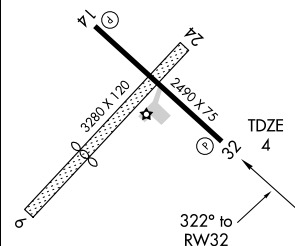
WALLOPS ASOS
119.175

PATUXENT APP CON ★
127.95 314.0



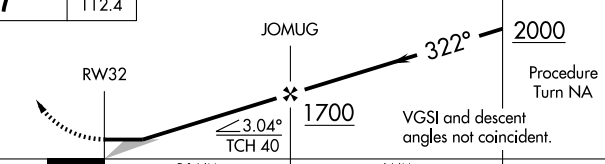
UNICOM
122.8 (CTAF) 0



ELEV **4**



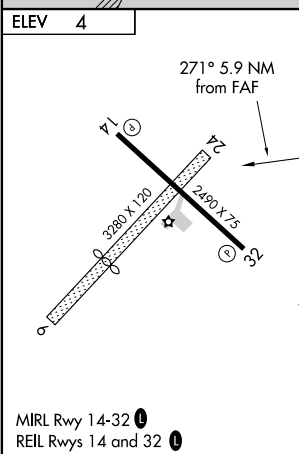
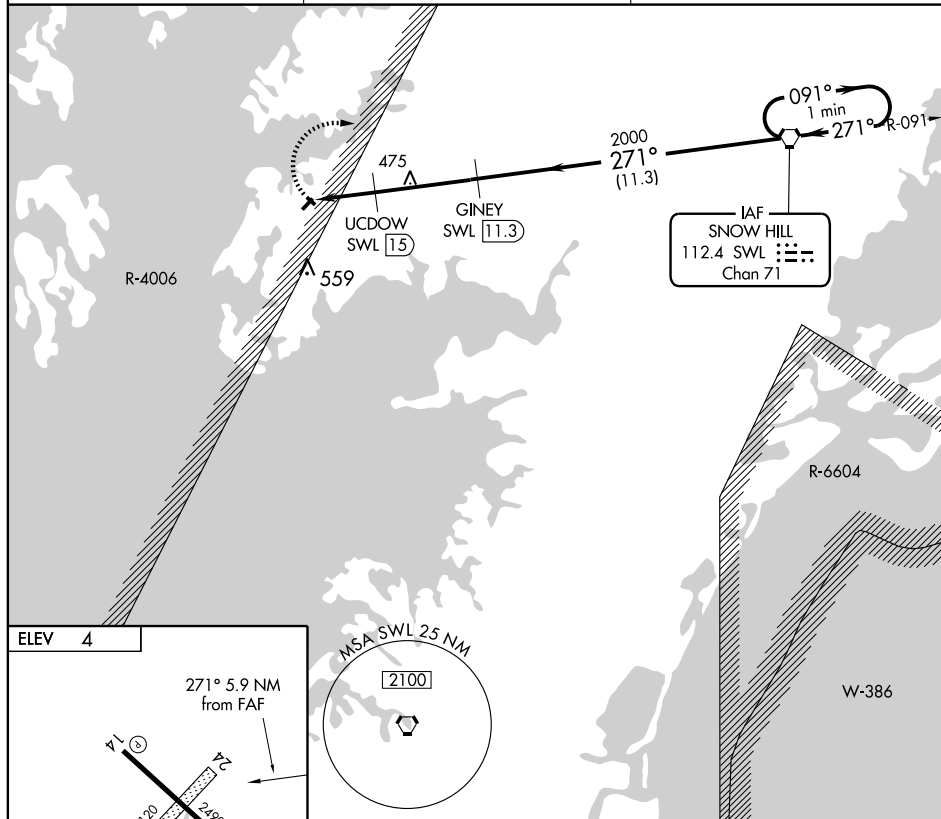
MIRL Rwy 14-32 0
 REIL Rwy 14 and 32 0



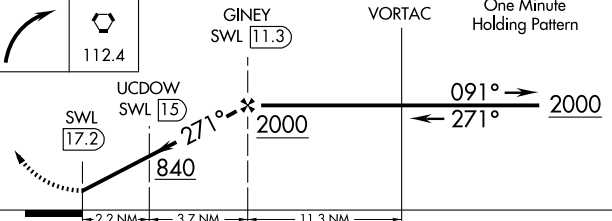
2000	SWL			
				
	112.4			
				
CATEGORY	A	B	C	D
LNAV MDA	500-1	496 (500-1)	NA	
CIRCLING	520-1	516 (600-1)	NA	

VORTAC SWL 112.4 Chan 71	APP CRS 271°	Rwy Idg TDZE Apt Elev	N/A N/A 4
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VOR/DME-A
CRISFIELD MUNI (W41)

<div><div><div></div><div></div></div><div>NA</div></div> <div>Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24.</div>	MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.	
<div>WALLOPS ASOS</div> <div>119.175</div>	<div>PATUXENT APP CON ★</div> <div>127.95 314.0</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>



2000 	SWL  112.4				
CATEGORY		A	B	C	D
CIRCLING		780-1 776 (800-1)	780-1¼ 776 (800-1¼)	NA	

CUMBERLAND N39°38.89' W78°44.83' NOTAM FILE EKN.
NDB (MHW) 317 CBE 206° 2.1 NM to Greater Cumberland Rgnl.

WASHINGTON
L-29D

CUMBERLAND

GREATER CUMBERLAND RGNL (CBE) 2 S UTC-5(-4DT) N39°36.92' W78°45.71'
775 B S4 FUEL 100LL, JET A OX 1,2,3,4 TPA-1799(1024) NOTAM FILE EKN
RWY 05-23: H5048X150 (ASPH-GRVD) S-38, D-52 HIRL 1.1% up NE

WASHINGTON
H-10H, 121, L-29D
IAP

RWY 05: Trees. Rgt tfc.

RWY 23: REIL. PAPI(P4L)-GA 3.0°. TCH 35'. Trees.

RWY 11-29: H3341X150 (ASPH) S-12 LIRL

RWY 11: Thld dspld 899'. Hill. RWY 29: Trees.

AIRPORT REMARKS: Attended 1130-0100Z±. Bottle oxygen avbl from 1130-2000Z± Mon-Fri by prior arrangement-call 304-738-0002 ext 11. Bulk oxygen avbl from 1130-2000Z± Mon-Fri by prior arrangement-call 304-738-0002 ext 11. Glider ops W of arpt use Rwy 11 for dep; Rwy 29 for arrival. Rwy 05 apch has rapidly rising terrain 696' left, 2000' from thld. Rwy 11 ngt ops and any ldgs not recommended due to high terrain. Deer /birds on and invof arpt. Numerous areas along Rwy 05-23 and Rwy 11-29 with grass growth from pavement cracks. ACTIVATE HIRL Rwy 05-23, LIRL Rwy 11-29, REIL Rwy 23 and twy lgts-CTAF. Rotating bcn located off arpt. Rwy 23 900 ft twy aligned with rwy west end.

WEATHER DATA SOURCES: AWOS-3 128.625 (304) 738-0451.

Temperature and dewpoint not avbl.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.35 (ELKINS RADIO)

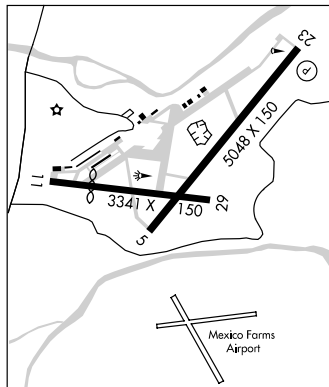
CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10' W79°03.03' 101° 13.4 NM to fld. 2640/06W.

CUMBERLAND NDB (MHW) 317 CBE N39°38.89' W78°44.83' 206° 2.1 NM to fld.

ILS/DME 110.5 I-CBE Chan 42 Rwy 23. LOC only. DME unusable byd 22 degrees left side of course
byd 10 NM blo 3500 ft.



MEXICO FARMS (1W3) 3 S UTC-5(-4DT) N39°36.32' W78°45.65'.

WASHINGTON

607 TPA-1407(800) NOTAM FILE EKN

RWY 16-34: 2100X195 (TURF)

RWY 16: Brush. RWY 34: Thld dspld 800'. Tree.

RWY 09-27: 2120X190 (TURF) LIRL

RWY 09: Trees. Rgt tfc. RWY 27: Thld dspld 340'. Trees.

AIRPORT REMARKS: Unattended. Rwy 16-34 CLOSED indef. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rising terrain 4500 ft west of arpt. Rwy 09-27, and 16-34 may be soft. Rwy 27 dspld thld marked with cones on both sides. ACTIVATE LIRL Rwy 09-27-122.7.

COMMUNICATIONS: CTAF/UNICOM 122.8

DAVIS (See LAYTONSVILLE)

LOC/DME I-CBE 110.5 Chan 42	APP CRS 224°	Rwy Idg TDZE Apt Elev	N/A N/A 775
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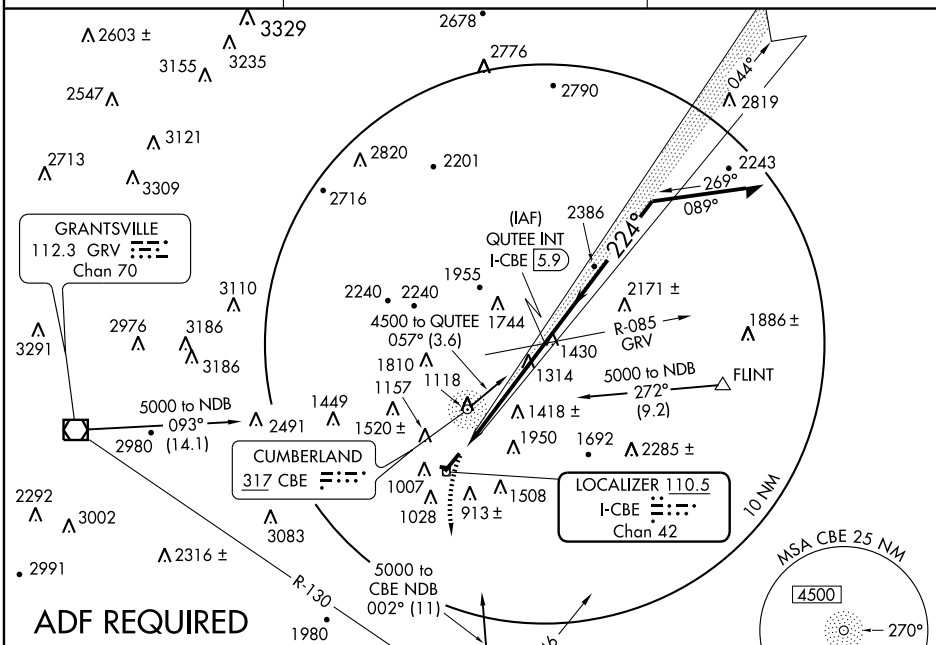
LOC-A
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

T Circling not authorized northwest of Rwy 5-23
A NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3
128.625

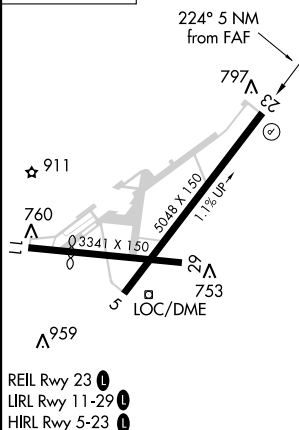
CLEVELAND CENTER
124.4 327.1

UNICOM
122.8 (CTAF) **L**

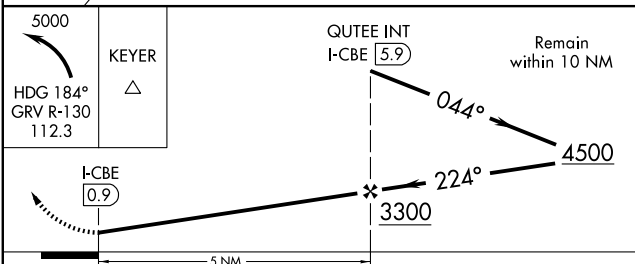
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

ELEV 775



REIL Rwy 23 **L**
LIRL Rwy 11-29 **L**
HIRL Rwy 5-23 **L**



Remain
within 10 NM

FAF to MAP 5 NM				
Knots	60	90	120	
Min:Sec	5:00	3:20	2:30	

CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

CUMBERLAND, MARYLAND
Amdt 3E 09295

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)
39° 37'N - 78° 46'W

LOC-A

LOC/DME I-CBE
110.5
 Chan **42**

APP CRS
224°

Rwy Idg
 TDZE
 Apt Elev

5048
775
775

LOC/DME RWY 23

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)



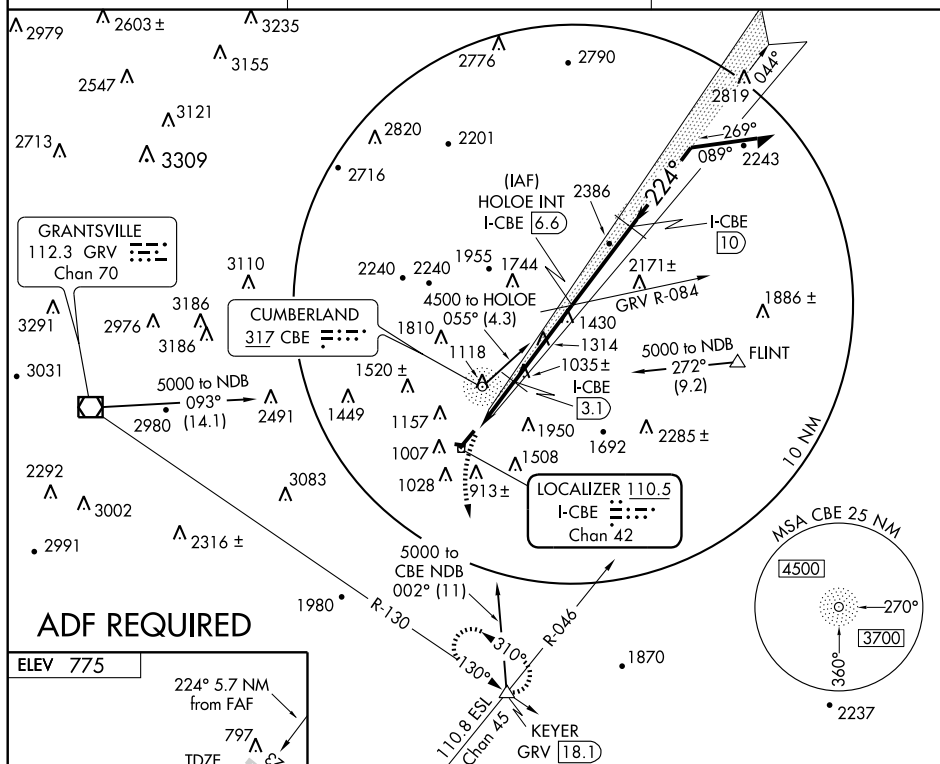
Circling not authorized northwest of Rwy 5-23

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3
128.625

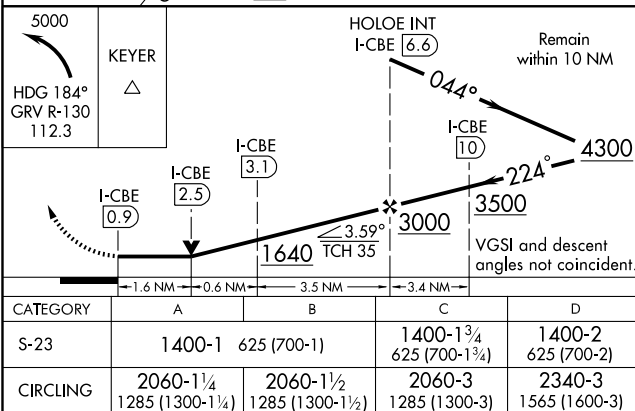
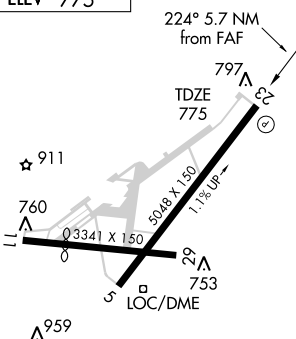
CLEVELAND CENTER
124.4 327.1

UNICOM
122.8 (CTAF) 0



ADF REQUIRED

ELEV 775



REIL Rwy 23 0
 LRL Rwy 11-29 0
 HIRL Rwy 5-23 0

CUMBERLAND, MARYLAND
 Amdt 5F 09295

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)
 39° 37'N - 78° 46'W

LOC/DME RWY 23

APP CRS
031°

Rwy Idg **5048**
TDZE **747**
Apt Elev **775**

RNAV (GPS) RWY 5

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)



NA

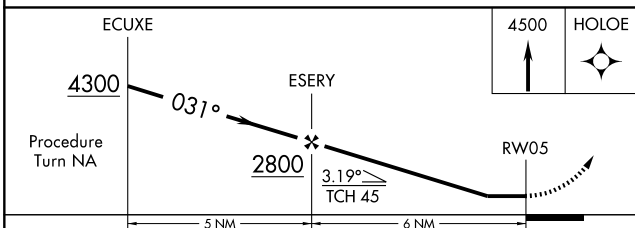
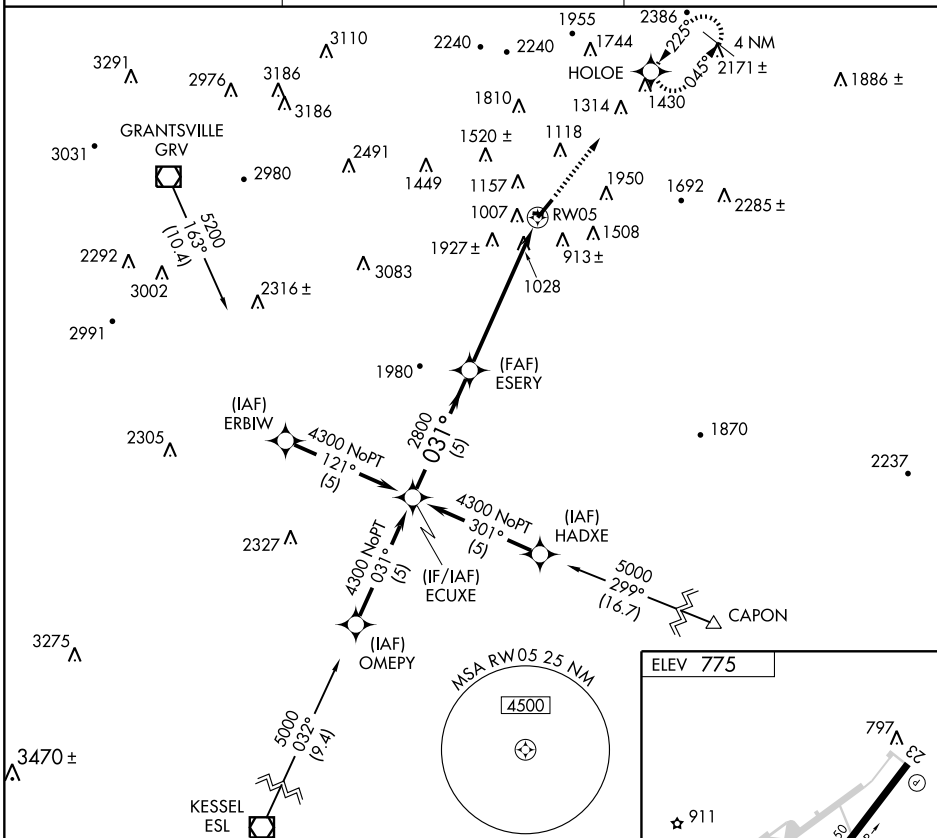
Circling not authorized NW of Rwy 5-23.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
4500 direct HOLOE WP and hold.

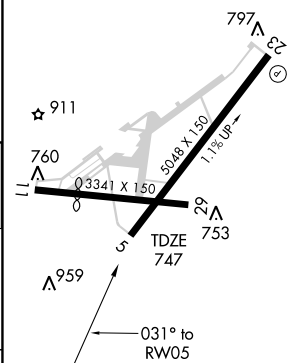
AWOS-3
128.625

CLEVELAND CENTER
124.4 327.1

UNICOM
122.8 (CTAF)



ELEV 775



CATEGORY	A	B	C	D
LNNAV MDA	2020-1¼	1273 (1300-1¼)	2020-3	1273 (1300-3)
CIRCLING	2020-1¼	2020-1½	2020-3	2200-3
	1245 (1300-1¼)	1245 (1300-1½)	1245 (1300-3)	1425 (1500-3)

CUMBERLAND, MARYLAND
Orig 09295

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)
39° 37'N - 78° 46'W

RNAV (GPS) RWY 5

REIL Rwy 23
LRL Rwy 11-29
HIRL Rwy 5-23

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

10210

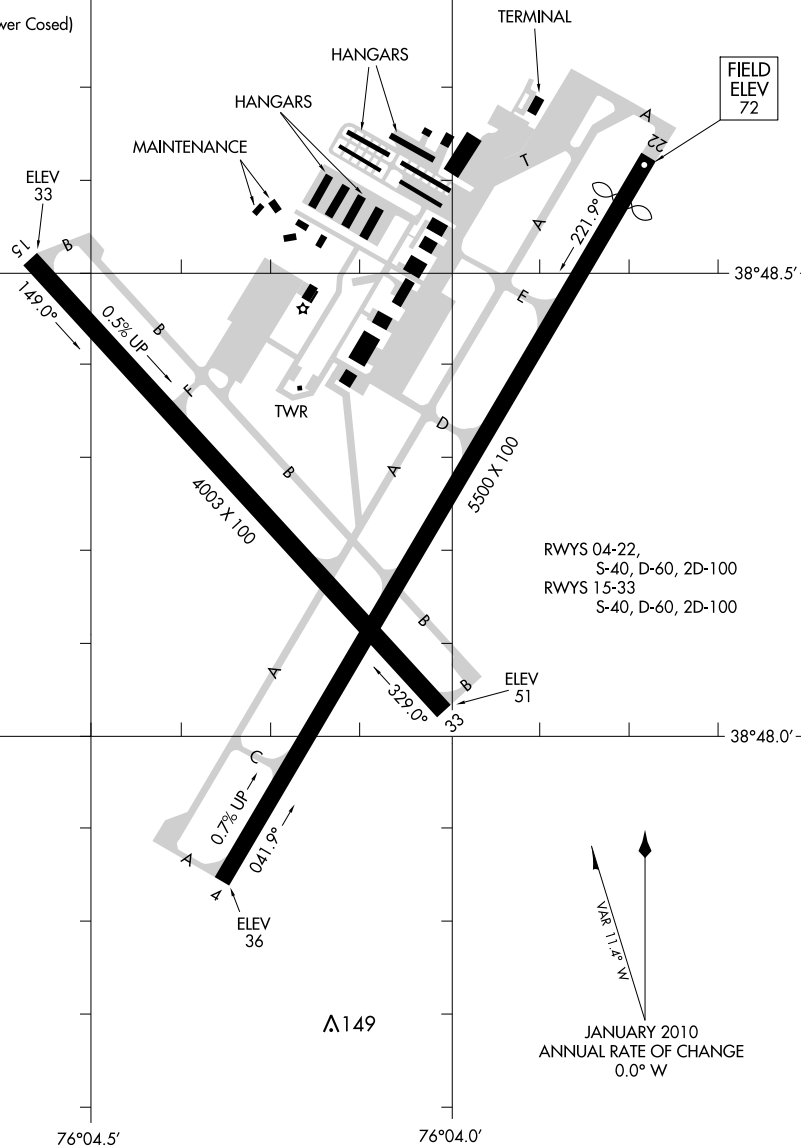
AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWMAM FIELD (ESN)
EASTON, MARYLAND

ATIS
124.475
EASTON TOWER ★
118.525
GND CON
119.075
CLNC DEL
119.075
CLNC DEL
126.9 (When Tower Closed)

D



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

EASTON, MARYLAND
EASTON/NEWMAM FIELD (ESN)

EASTON/NEWMAM FLD (ESN) 2 N UTC-5(-4DT) N38°48.25' W76°04.14'

WASHINGTON

72 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN

H-101, 121, L-34F, 361, A

RWY 04-22: H5500X100 (ASPH-GRVD) S-40, D-60, 2D-100 HIRL 0.7% up NE

IAP, AD

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 325'. Trees. Rgt tfc.

RWY 15-33: H4003X100 (ASPH) S-40, D-60, 2D-100 MIRL 0.5% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5175 TODA-5500 ASDA-4775 LDA-4775

RWY 22: TORA-5500 TODA-5500 ASDA-5500 LDA-5175

AIRPORT REMARKS: Attended 1300-dusk. Deer, birds and other wildlife on and in/ovf arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15-33 distance markers every 1000' west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 04-22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.

WEATHER DATA SOURCES: AWOS-3 124.475 (410) 822-2817.

COMMUNICATIONS: CTAF 118.525 ATIS 124.475 UNICOM 122.95

Ⓡ POTOMAC APP/DEP CON 124.55 POTOMAC CLNC DEL 126.9 When twr clsd.

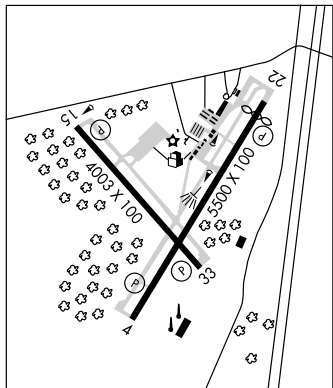
TOWER 118.525 (1100-0300Z±) GND CON 119.075 CLNC DEL 119.075

AIRSPACE: CLASS D svc (1100-0300Z±) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27' W76°24.01' 037° 34.7 NM to fld 20/10W.

ILS/DME 109.35 I-FGH Chan 30Y Rwy 04.



ELDERSBURG

HOBY WOLF (1W5) 1E UTC-5(-4DT) N39°24.48' W76°55.65'

WASHINGTON

600 S2 NOTAM FILE DCA

COPTER

RWY 02-20: 2000X60 (TURF)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Birds and wildlife on and in/ovf arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02-20 land on Rwy 20 txf Rwy 02. Rwy 02-20 has up and down slopes with undulations: Ldg—first 535' has a 3° upslope and next 315' has 2° downslope, rest of rwy has 4½° upslope to road.

COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC-5(-4DT) N39°34.45' W75°52.19'

WASHINGTON

106 B S4 FUEL 100LL, JET A NOTAM FILE DCA

L-34G, A

RWY 13-31: H2987X70 (ASPH) MIRL 1.5% up NW

IAP

RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6'. Thld displcd 288'. Trees.

RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6'. Thld displcd 602'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410-398-8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13-31 no touch and go lds. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and 31 and PAPI Rwy 31—123.0.

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90' W75°30.96' 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24' W76°46.62' NOTAM FILE BWI.

WASHINGTON

NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall.

COPTER

Unusable 140°-320° byd 12 NM blo 10,500'

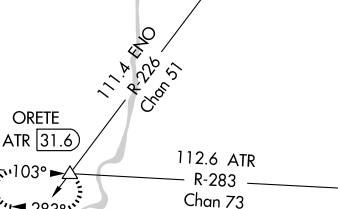
L-29E, 34F, 361, A

ESSEX SKYPARK (See BALTIMORE)

ILS or LOC/DME RWY 4
EASTON/NEWNAM FIELD (ESN)

MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

DME REQUIRED



RIDGY
ENO 21.5

111.4
R-226
Chan 51

046°
226°

564 Δ

R-4006

ELEV 72

041° 4.7 NM from FAF

0.5% UP

4003 X 100

0.7% UP

5500 X 100

22

33

TDZE 58

A 139

HIRL Rwy 4-22

REIL Rws 4, 22, 15 and 33

MIRL Rws 15-33

WAAS CH 86905 W04A	APP CRS 040°	Rwy Idg TDZE 58 Apt Elev 72
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RNAV (GPS) RWY 4

EASTON/NEWMAM FIELD (ESN)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 direct ZULIV and via 119° track to ORETE and hold.

ATIS
124.475

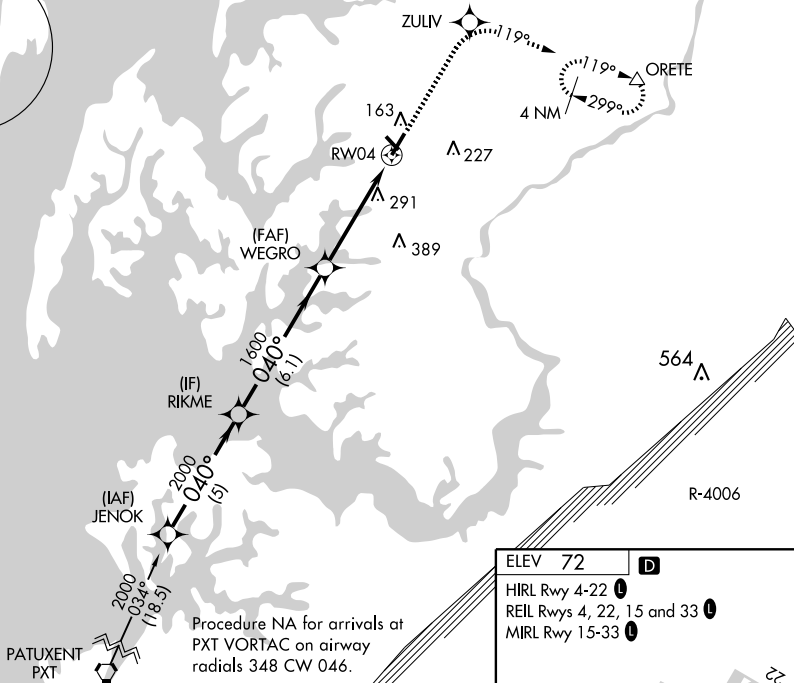
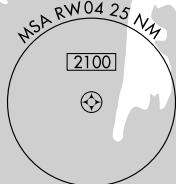
POTOMAC APP CON
124.55 317.425

EASTON TOWER ★
118.525 (CTAF) 0

GND CON
119.075

CLNC DEL
119.075 126.9
(Tower closed)

UNICOM
122.95



Procedure NA for arrivals at
PXT VORTAC on airway
radials 348 CW 046.

Procedure
Turn
NA

JENOK

RIKME

2000

ZULIV

119°
trk

ORETE

2000

040°

2000

040°

WEGRO

* 1.6 NM
to RW04

RW04

1600

* LNAV only

GS 3.00°
TCH 44

5 NM

6.1 NM

3.1 NM

1.6

CATEGORY

A

B

C

D

LPV DA

265-3/4

207 (200-3/4)

600-1 3/4

LNAV MDA

600-1 542 (600-1)

600-1 1/2 542 (600-1 1/2)

542 (600-1 3/4)

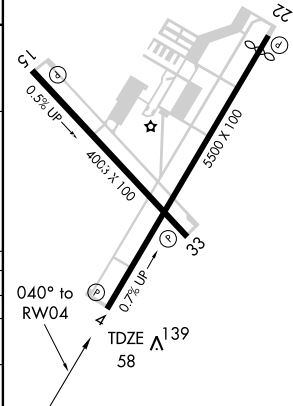
CIRCLING

600-1 528 (600-1)

660-1 1/2 588 (600-1 1/2)

660-2 588 (600-2)

ELEV 72 **D**
HIRL Rwy 4-22 **0**
REIL Rlys 4, 22, 15 and 33 **0**
MIRL Rwy 15-33 **0**



APP CRS 148°	Rwy Idg TDZE 47 Apt Elev 72	4003
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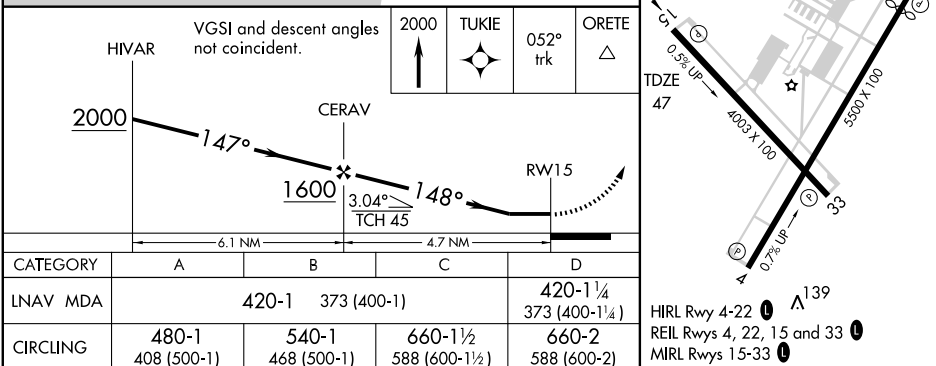
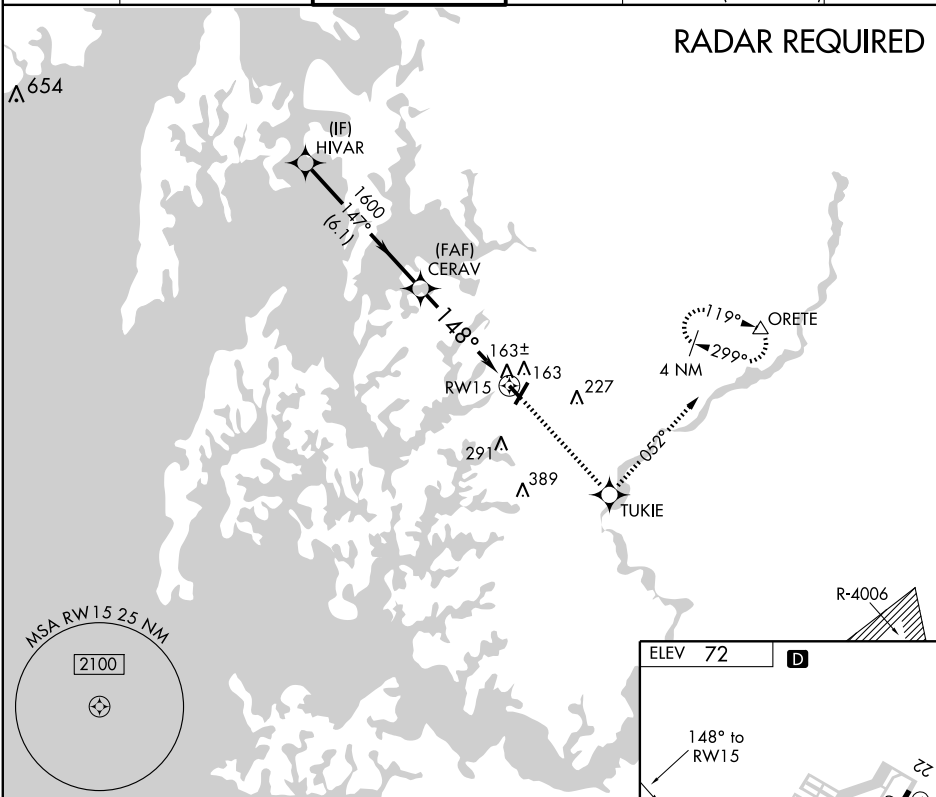
RNAV (GPS) RWY 15

EASTON/NEWMAM FIELD (ESN)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 100 feet, LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TUKIE and via 052° track to ORETE and hold.

ATIS 124.475	POTOMAC APP CON 124.55 317.425	EASTON TOWER ★ 118.525 (CTAF) 0	GND CON 119.075	CLNC DEL 119.075 126.9 (Tower closed)	UNICOM 122.95
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WAAS CH 40207 W22A	APP CRS 221°	Rwy Idg 5175 TDZE 72 Apt Elev 72
--	------------------------	---

RNAV (GPS) RWY 22

▼ Baro-VNAV NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DA 93 feet, all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile and Circling Cats C visibility ½ mile and Cat D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA, below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

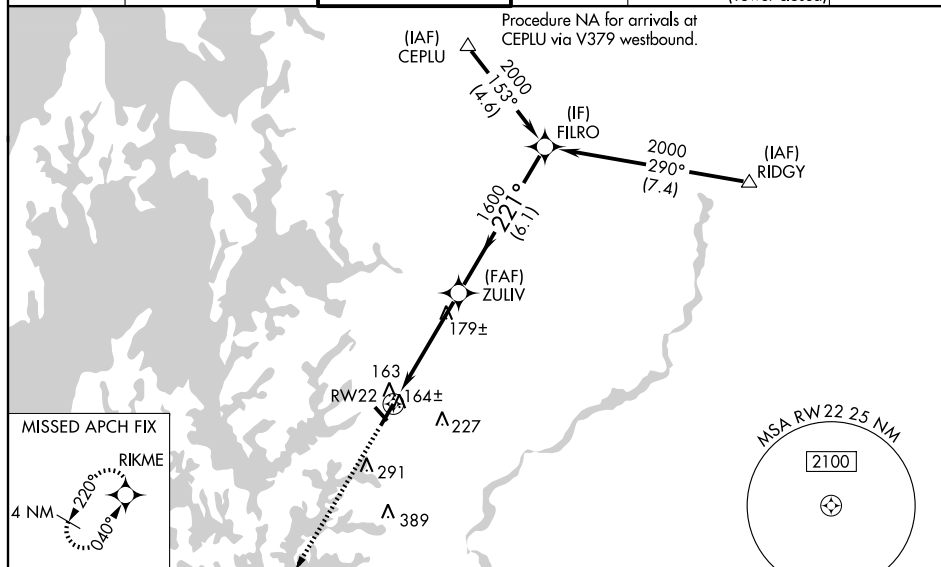
ATIS
124.475

POTOMAC APP CON
124.55 317.425

EASTON TOWER ★
118.525 (CTAF) L

GND CON
119.075

CLNC DEL
119.075 **126.9**
(Tower closed)

UNICOM
122.95

ELEV 72

D

221° to

2200

RIK

VGSI

564



Pro

Procedure	Turn	NA
-----------	------	----

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

HIRL Rwy 4-22 **L**
REIL Rwys 4, 22, 15 and 33 **L**
MIRL Rwy 15-33 **L**

EASTON, MARYLAND

Orig 09295

38°48'N - 76°04'W

EASTON/NEWNAM FIELD (ESN)

RNAV (GPS) RWY 22

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS 328°	Rwy Idg TDZE Apt Elev	4003 51 72
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 33

EASTON/NEWMAM FIELD (ESN)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 100 feet, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

ATIS
124.475

POTOMAC APP CON
124.55 317.425

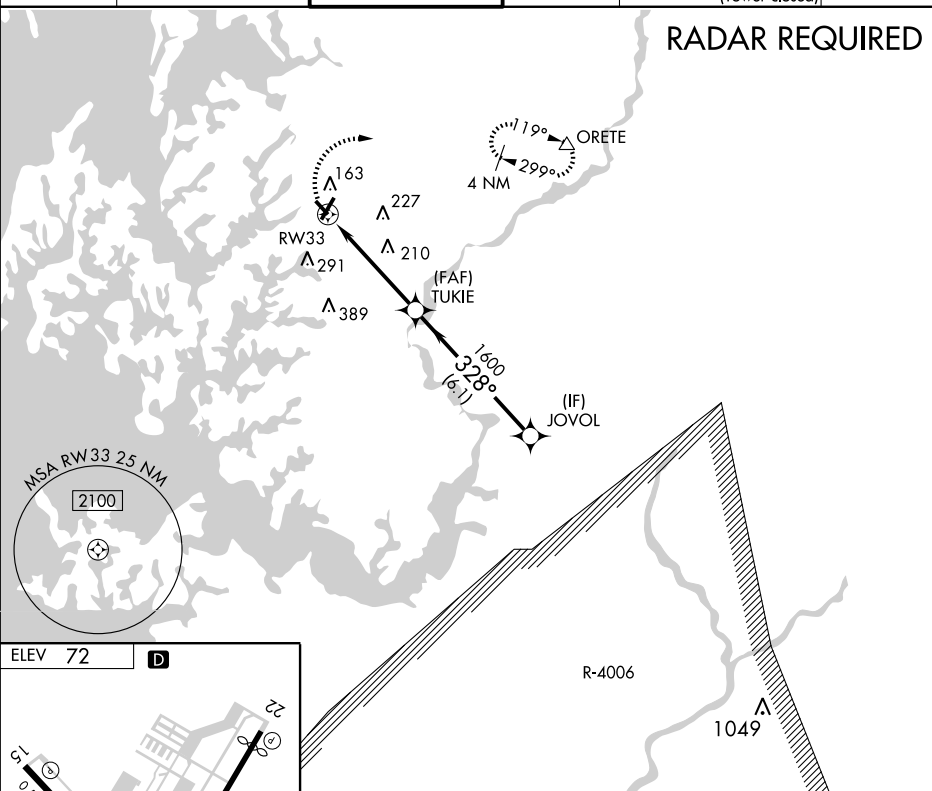
EASTON TOWER ★
118.525 (CTAF) 0

GND CON
119.075

CLNC DEL
119.075 126.9
(Tower closed)

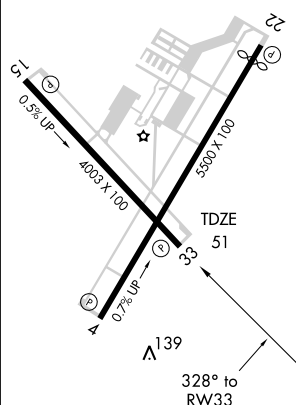
UNICOM
122.95

RADAR REQUIRED

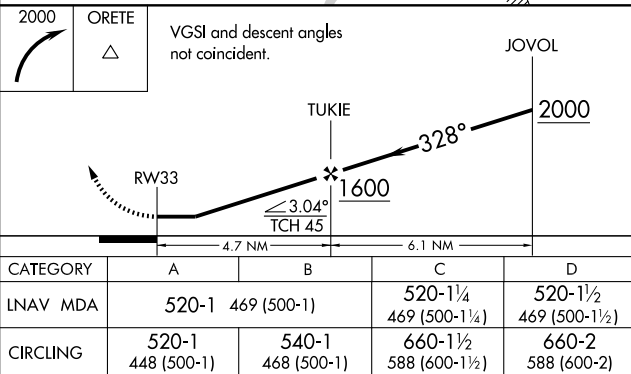


ELEV 72

D



HIRL Rwy 4-22 **0**
 REIL Rws 4, 22, 15 and 33 **0**
 MRL Rwy 15-33 **0**



EASTON/NEWMAM FLD (ESN) 2 N UTC-5(-4DT) N38°48.25' W76°04.14'

WASHINGTON

72 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN

H-101, 121, L-34F, 361, A

RWY 04-22: H5500X100 (ASPH-GRVD) S-40, D-60, 2D-100 HIRL 0.7% up NE

IAP, AD

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 325'.
Trees. Rgt ttc.

RWY 15-33: H4003X100 (ASPH) S-40, D-60,
2D-100 MIRL 0.5% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Trees. Rgt ttc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5175 TODA-5500 ASDA-4775 LDA-4775

RWY 22: TORA-5500 TODA-5500 ASDA-5500 LDA-5175

AIRPORT REMARKS: Attended 1300-dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15-33 distance markers every 1000' west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 04-22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.

WEATHER DATA SOURCES: AWOS-3 124.475 (410) 822-2817.

COMMUNICATIONS: CTAF 118.525 ATIS 124.475 UNICOM 122.95

Ⓡ POTOMAC APP/DEP CON 124.55 POTOMAC CLNC DEL 126.9 When twr clsd.

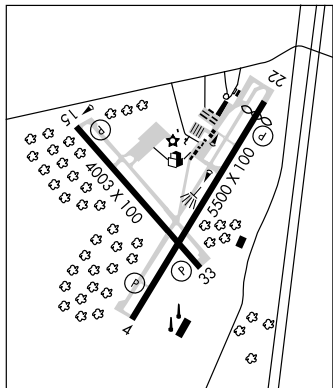
TOWER 118.525 (1100-0300Z±) GND CON 119.075 CLNC DEL 119.075

AIRSPACE: CLASS D svc (1100-0300Z±) other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27' W76°24.01' 037° 34.7 NM to fld 20/10W.

ILS/DME 109.35 I-FGH Chan 30Y Rwy 04.



ELDERSBURG

HOBY WOLF (1W5) 1E UTC-5(-4DT) N39°24.48' W76°55.65'

WASHINGTON

600 S2 NOTAM FILE DCA

COPTER

RWY 02-20: 2000X60 (TURF)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02-20 land on Rwy 20 tkl Rwy 02. Rwy 02-20 has up and down slopes with undulations: Ldg—first 535' has a 3° upslope and next 315' has 2° downslope, rest of rwy has 4½° upslope to road.

COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC-5(-4DT) N39°34.45' W75°52.19'

WASHINGTON

106 B S4 FUEL 100LL, JET A NOTAM FILE DCA

L-34G, A

RWY 13-31: H2987X70 (ASPH) MIRL 1.5% up NW

IAP

RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6'. Thld displcd 288'. Trees.

RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6'. Thld displcd 602'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410-398-8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13-31 no touch and go lds. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and 31 and PAPI Rwy 31—123.0.

COMMUNICATIONS: CTAF/UNICOM 122.8

PHILADELPHIA APP/DEP CON 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90' W75°30.96' 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24' W76°46.62' NOTAM FILE BWI.

WASHINGTON

NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall.

COPTER

Unusable 140°-320° byd 12 NM blo 10,500'

L-29E, 34F, 361, A

ESSEX SKYPARK (See BALTIMORE)

APP CRS	Rwy Idg	2699
127°	TDZE	106
	Apt Elev	106

RNAV (GPS) RWY 13

ELKTON/CECIL COUNTY (58M)

▼ Use Summit, Middletown, DE altimeter setting; if not received, use New Castle County, Wilmington, DE altimeter setting and increase all MDAs 20 feet.

▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

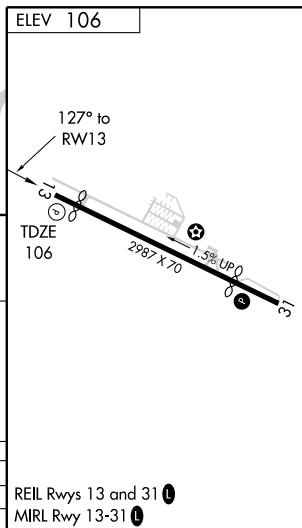
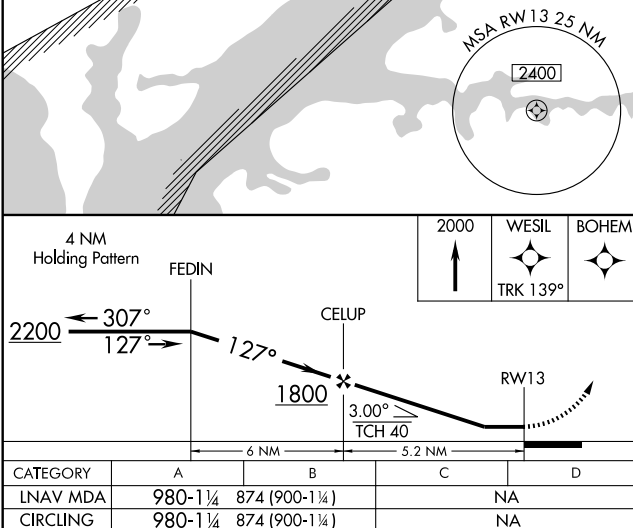
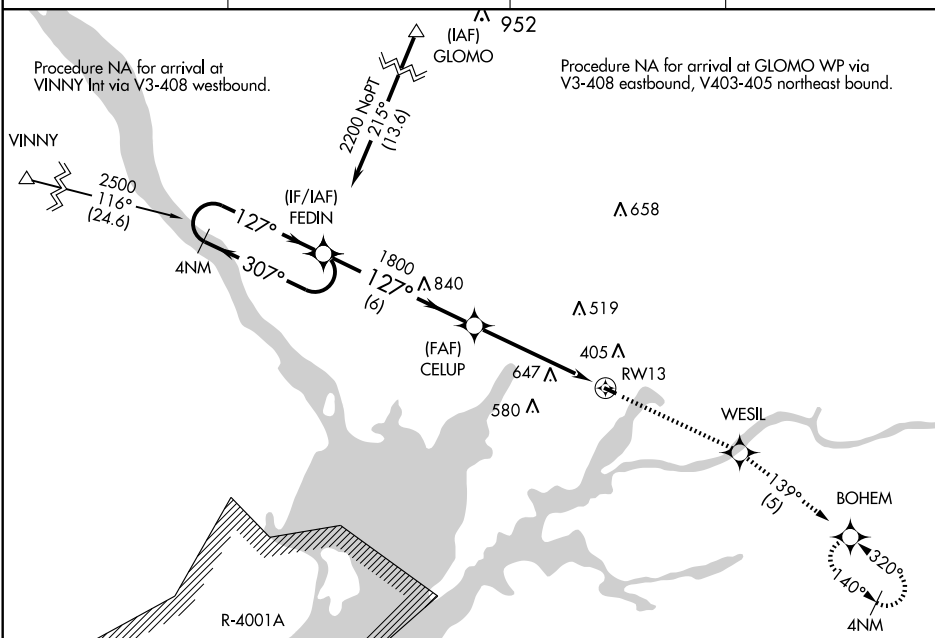
Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WESIL WP and via 139° track to BOHEM WP and hold.

SUMMIT AWOS-3
132.325

PHILADELPHIA APP CON
118.35 323.1

UNICOM
122.8 (CTAF)

123.0

APP CRS
308°Rwy Idg **2385**
TDZE **106**
Apt Elev **106**

RNAV (GPS) RWY 31

ELKTON/ CECIL COUNTY (58M)

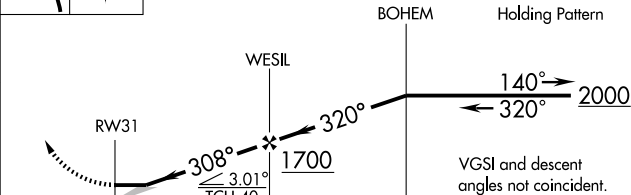
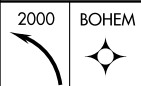
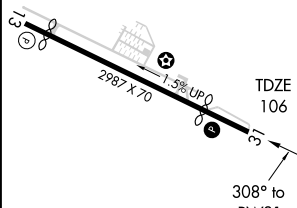
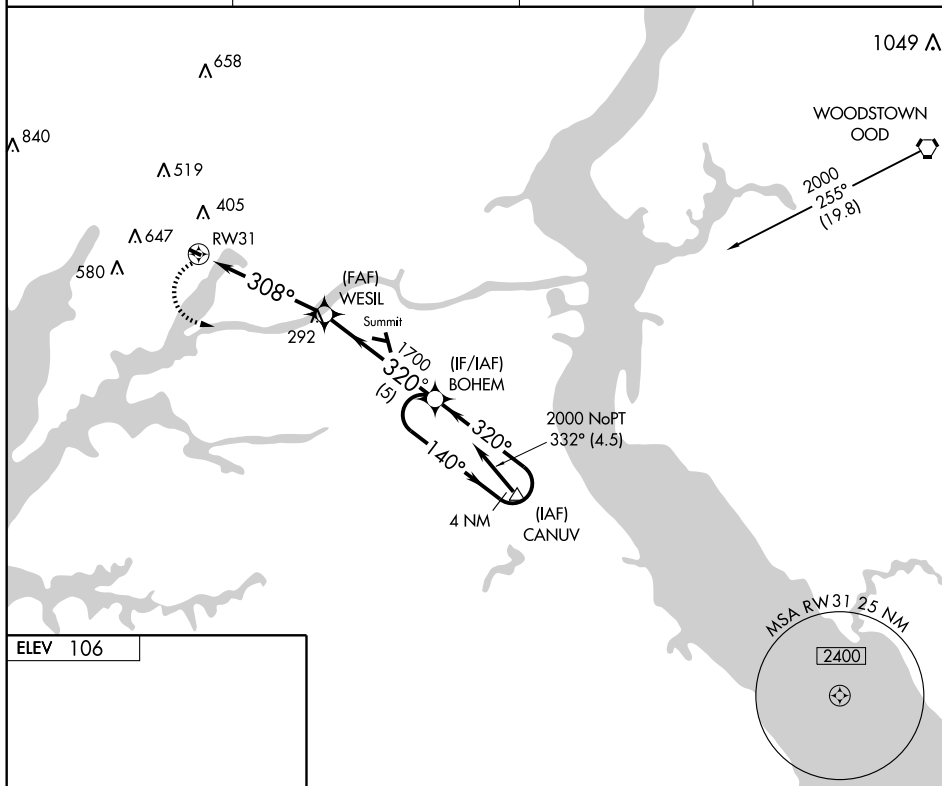


NA

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet. Circling NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct BOHEM WP and hold.

SUMMIT AWOS-3
132.325PHILADELPHIA APP CON
118.35 323.1UNICOM
122.8 (CTAF)**123.0** REIL Rwy 13 and 31
MIRL Rwy 13-31 ELKTON, MARYLAND
Orig-B 09183

39°34'N - 75°52'W

ELKTON/ CECIL COUNTY (58M)
RNAV (GPS) RWY 31

VORTAC ENO 111.4 Chan 51	APP CRS 331°	Rwy Idg 2385 TDZE 106 Apt Elev 106
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VOR/DME RWY 31
ELKTON/ CECIL COUNTY (58M)

▼ Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet.

▲ NA Circling NA at night.

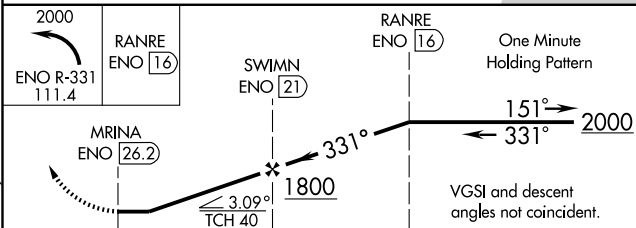
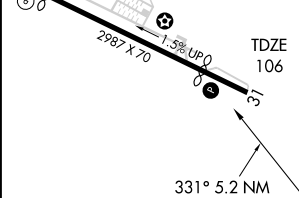
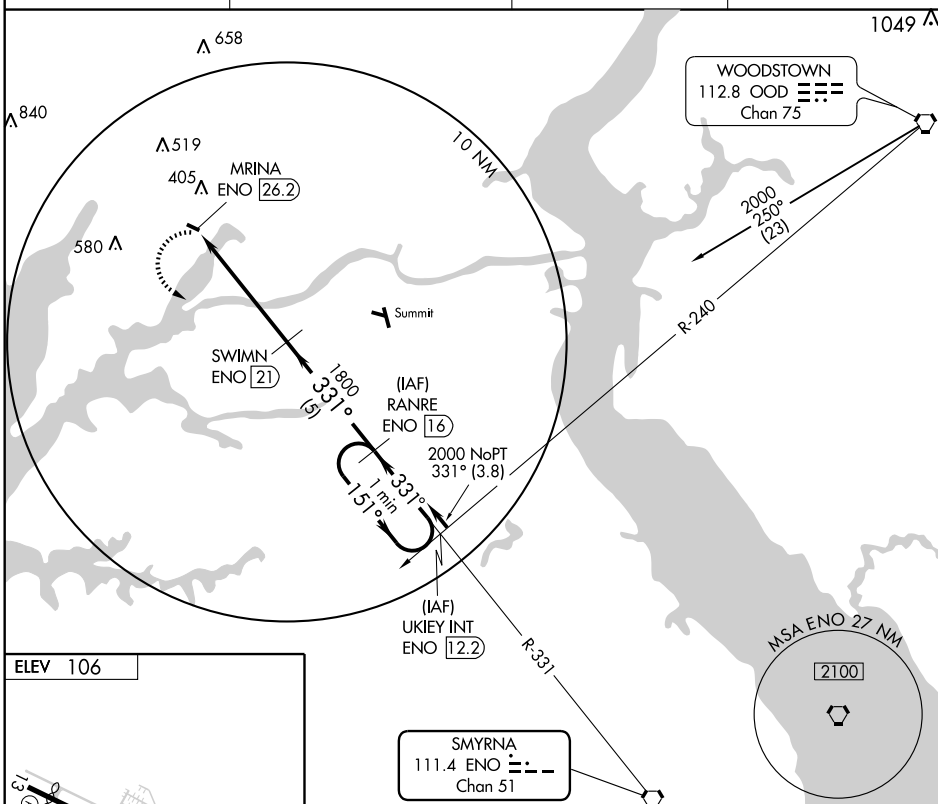
MISSED APPROACH: Climbing left turn to 2000 via ENO R-331 to RANRE/ENO VORTAC 16 DME and hold.

SUMMIT AWOS-3
132.325

PHILADELPHIA APP CON
118.35 323.1

UNICOM
122.8 (CTAF)

123.0 L



CATEGORY	5.2 NM		5 NM	
	A	B	C	D
S-31	720-1 614 (700-1)	720-1½ 614 (700-1½)	NA	
CIRCLING	820-1 714 (800-1)	820-1½ 714 (800-1½)	NA	

REIL Rwy 13 and 31 **L**
MIRL Rwy 13-31 **L**

ELKTON, MARYLAND

Orig-B 09183

39°34'N - 75°52'W

ELKTON/ CECIL COUNTY (58M)

VOR/DME RWY 31

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

FALLSTON (W42) 1 S UTC-5(-4DT) N39°30.08' W76°24.68'

WASHINGTON

460 FUEL 100LL NOTAM FILE DCA

COPTER

Rwy 04-22: H2200X50 (ASPH) S-12 LIRL(NSTD)

Rwy 04: Trees. Rwy 22: Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk-1400Z±. Deer and wildlife on and invof arpt. Rwy 04-22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04-22 ctc arpt manager 410-877-9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC-5(-4DT) N39°05.12' W76°45.57'

WASHINGTON

150 B S8 FUEL 100LL, JET A TPA-1000(850) NOTAM FILE FME Not insp.

COPTER

Rwy 10-28: H3000X75 (ASPH) MIRL 1.2% up E

L-29E, 34F, 36I, A

Rwy 10: REIL. PAPI(P2L)-GA 4.0° TCH 51'. Rgt tfc. Trees.

IAP

Rwy 28: REIL. PAPI (P2L)-GA 4.0° TCH 57'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2300Z±. Sat-Sun 1400-2300Z±. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10-28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10-28-CTAF.

WEATHER DATA SOURCES: AWOS-3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26' W76°39.68' 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04' W76°45.60' at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC-5(-4DT) N39°25.06' W77°22.46'

WASHINGTON

303 B S4 FUEL 100LL, JET A OX 3, 4 TPA-See Remarks NOTAM FILE FDK

H-10H, 12I, L-29E, 34F, A

Rwy 05-23: H5220X100 (ASPH-GRVD) S-60 HIRL 0.4% up SW

IAP, AD

Rwy 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

Rwy 23: REIL. ODALS. PAPI(P4L).

Rwy 12-30: H3600X75 (ASPH) MIRL 0.4% up NW

Rwy 12: REIL. PAPI(P2L)-GA 3.0° TCH 43'. Rgt tfc.

Rwy 30: REIL. PAPI(P2L)-GA 4.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended 1130-0200Z±. Arpt unattended Christmas Day. -15' depression AER 23 246' left of centerline parallel to rwy 400' long. During winter months rwys may be CLOSED individually for snow plowing. All non-radio acft operating invof arpt recommended to use a hand-held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z±-dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 12-30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.875 (301) 600-1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525 POTOMAC CLNC DEL 126.9

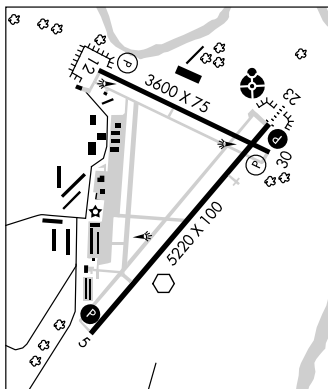
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70' W76°58.72' 264° 19.0 NM to fld. 820/08W.

HIWAS.

(T) VOR 109.0 FDK N39°24.73' W77°22.51' at fld.

ILS 110.3 I-FDK Rwy 23.



APP CRS 114°	Rwy Idg TDZE Apt Elev	3000 150 150
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RNAV (GPS) RWY 10

FORT MEADE(ODENTON)/ TIPTON (FME)

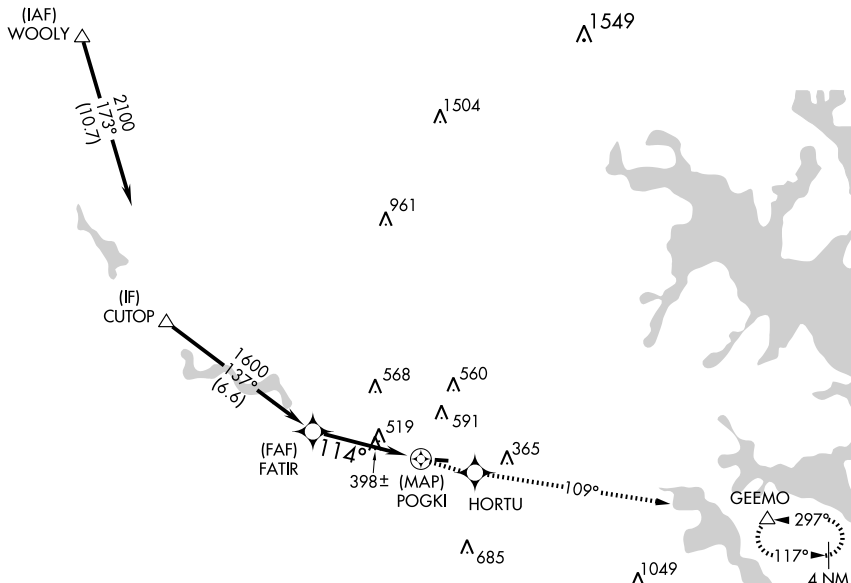
V DME/DME RNP-0.3 NA.
NA Use Baltimore/Washington Intl Thurgood Marshall
altimeter setting.

MISSED APPROACH: Climb to 2200 direct HORTU
and via 109° track to GEEMO and hold.

AWOS-3
123.925

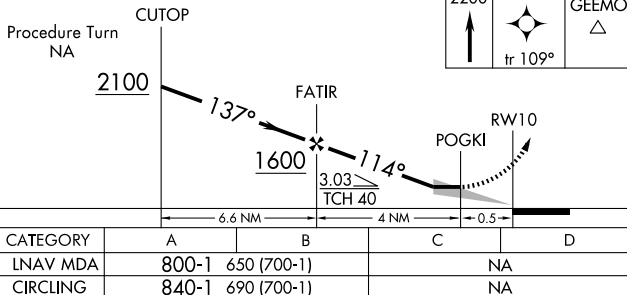
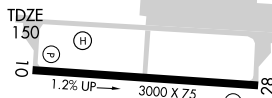
POTOMAC APP CON
119.7 290.475

UNICOM
123.05 (CTAF) **0**



ELEV 150

266 ☆



REIL Rwy 10 and 28
MIRL Rwy 10-28 **0**

APP CRS 284°	Rwy Idg TDZE Apt Elev	3000 150 150
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RNAV (GPS) RWY 28

FORT MEADE (ODENTON)/ TIPTON (FME)

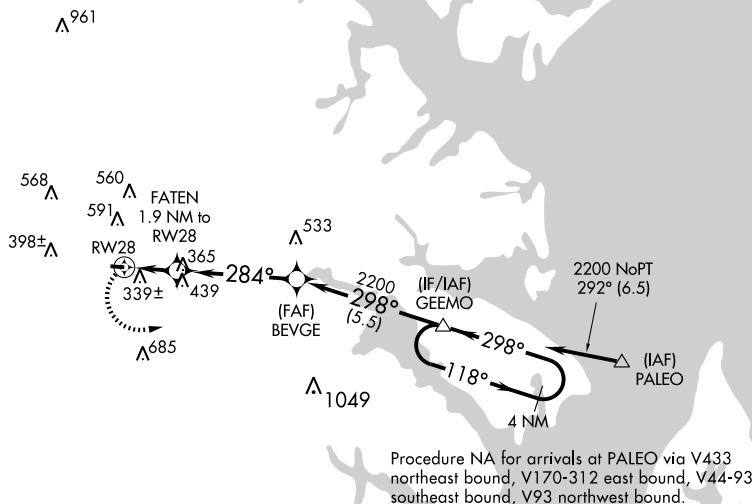
▼ **▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO and hold.

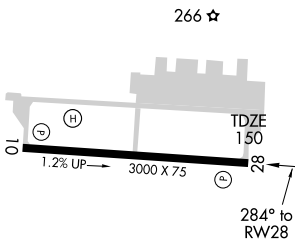
AWOS-3
123.925

POTOMAC APP CON
119.7 290.475

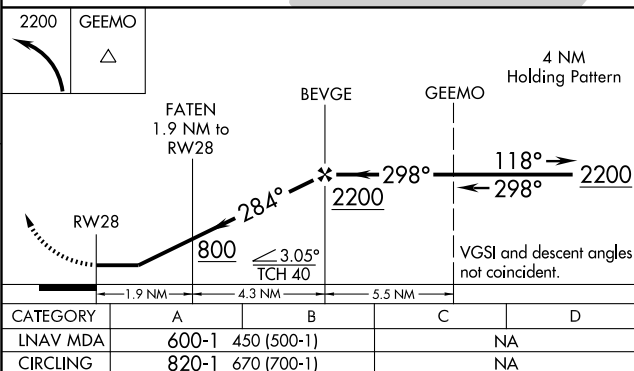
UNICOM
123.05 (CTAF) 0



ELEV 150



REIL Rwy 10 and 28
MIRL Rwy 10-28 **0**



FORT MEADE (ODENTON), MARYLAND

Amdt 1 03JUN10

39°05'N - 76°46'W

FORT MEADE (ODENTON)/ TIPTON (FME)

RNAV (GPS) RWY 28

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BAL 115.1 Chan 98	APP CRS 233°	Rwy Idg TDZE Apt Elev	3000 N/A 150
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VOR-A

FORT MEADE(ODENTON)/ TIPTON (FME)

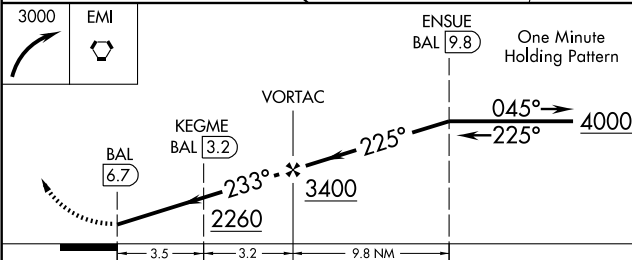
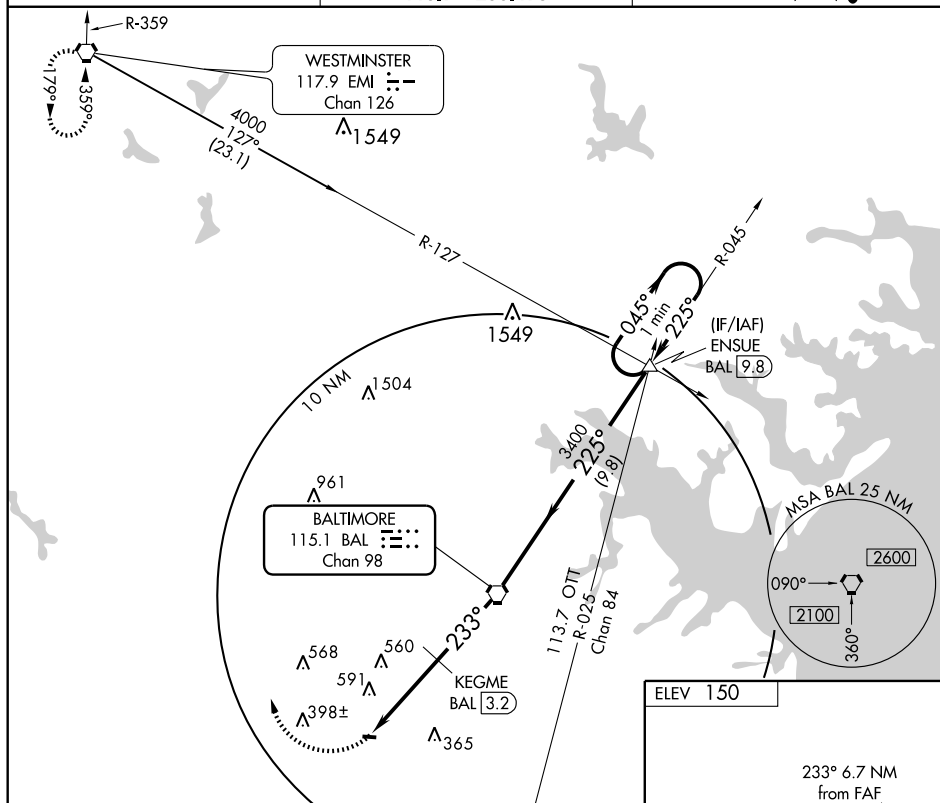
Use Baltimore/Washington Intl Thurgood Marshall
altimeter setting.

MISSED APPROACH: Climbing right turn
to 3000 direct EMI VORTAC and hold.

AWOS-3
123.925

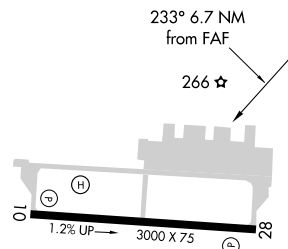
POTOMAC APP CON
119.7 290.475

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 2110 (2200-1¼)	2260-1½ 2110 (2200-1½)	NA	
KEGME FIX MINIMUMS				
CIRCLING	920-1 770 (800-1)	920-1¼ 770 (800-1¼)	NA	

ELEV 150



REIL Rwy 10 and 28
MIRL Rwy 10-28 0

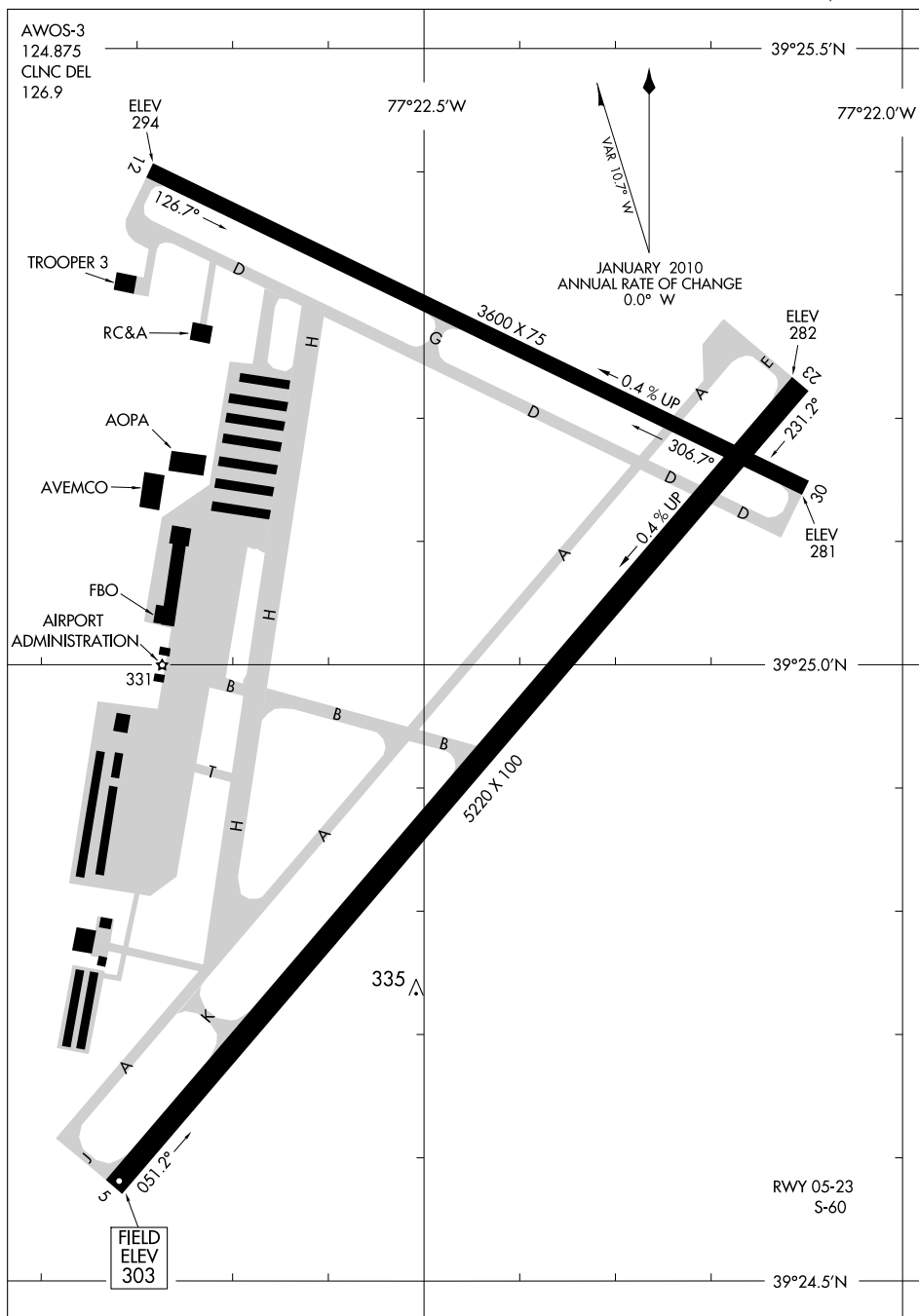
FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

AIRPORT DIAGRAM

AL-5089 (FAA)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FREDERICK, MARYLAND
FREDERICK MUNI (FDK)

FALLSTON (W42) 1 S UTC-5(-4DT) N39°30.08' W76°24.68'

WASHINGTON

460 FUEL 100LL NOTAM FILE DCA

COPTER

Rwy 04-22: H2200X50 (ASPH) S-12 LIRL(NSTD)

Rwy 04: Trees. Rwy 22: Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk-1400Z±. Deer and wildlife on and invof arpt. Rwy 04-22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04-22 ctc arpt manager 410-877-9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC-5(-4DT) N39°05.12' W76°45.57'

WASHINGTON

150 B S8 FUEL 100LL, JET A TPA-1000(850) NOTAM FILE FME Not insp.

COPTER

Rwy 10-28: H3000X75 (ASPH) MIRL 1.2% up E

L-29E, 34F, 36I, A

Rwy 10: REIL. PAPI(P2L)-GA 4.0° TCH 51'. Rgt tfc. Trees.

IAP

Rwy 28: REIL. PAPI (P2L)-GA 4.0° TCH 57'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2300Z±. Sat-Sun 1400-2300Z±. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10-28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10-28-CTAF.

WEATHER DATA SOURCES: AWOS-3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26' W76°39.68' 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04' W76°45.60' at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC-5(-4DT) N39°25.06' W77°22.46'

WASHINGTON

303 B S4 FUEL 100LL, JET A OX 3, 4 TPA-See Remarks NOTAM FILE FDK

H-10H, 12I, L-29E, 34F, A

Rwy 05-23: H5220X100 (ASPH-GRVD) S-60 HIRL 0.4% up SW

IAP, AD

Rwy 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

Rwy 23: REIL. ODALS. PAPI(P4L).

Rwy 12-30: H3600X75 (ASPH) MIRL 0.4% up NW

Rwy 12: REIL. PAPI(P2L)-GA 3.0° TCH 43'. Rgt tfc.

Rwy 30: REIL. PAPI(P2L)-GA 4.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended 1130-0200Z±. Arpt unattended Christmas Day. -15' depression AER 23 246' left of centerline parallel to rwy 400' long. During winter months rwys may be CLOSED individually for snow plowing. All non-radio acft operating invof arpt recommended to use a hand-held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z±-dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 12-30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.875 (301) 600-1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525 POTOMAC CLNC DEL 126.9

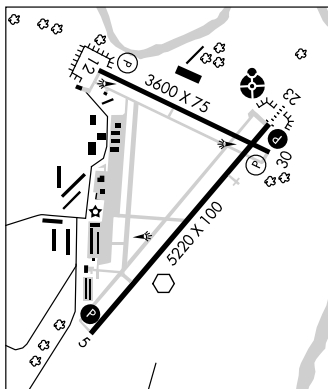
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70' W76°58.72' 264° 19.0 NM to fld. 820/08W.

HIWAS.

(T) VOR 109.0 FDK N39°24.73' W77°22.51' at fld.

ILS 110.3 I-FDK Rwy 23.



LOC I-FDK <u>110.3</u>	APP CRS 228°	Rwy Idg 5220 TDZE 296 Apt Elev 303
----------------------------------	------------------------	---

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

T Inoperative table does not apply to S-LOC Cat C.
A NA When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night.

ODALS



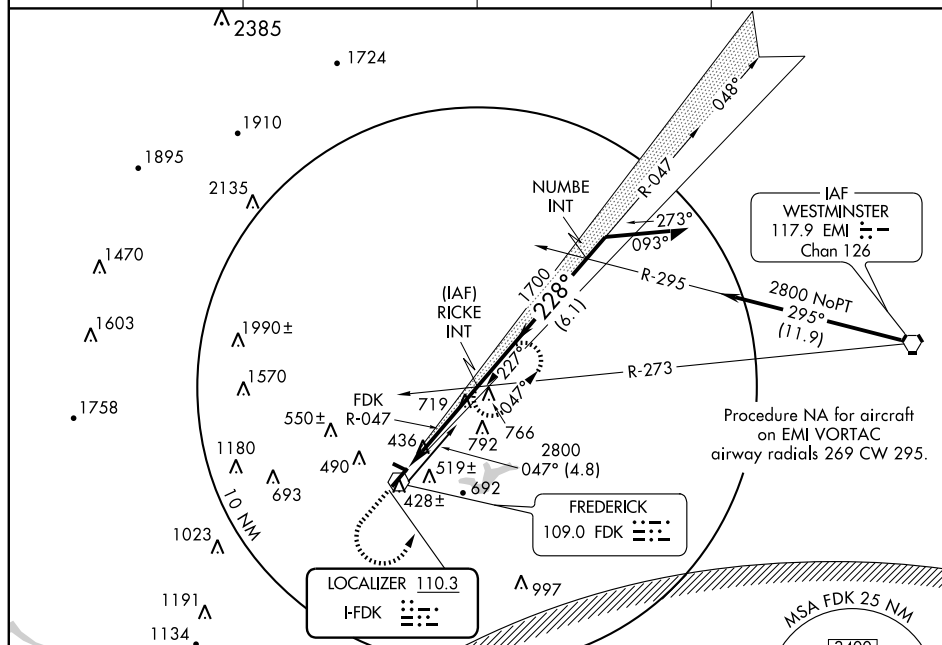
MISSED APPROACH: Climb to 1300, then climbing left turn to 2800 via FDK R-047 to RICKE INT and hold.

AWOS-3
124.875

POTOMAC APP CON
125.525 291.625

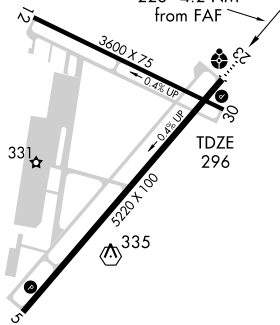
CLNC DEL
126.9

UNICOM
122.725 (CTAF) **L**



ELEV 303

228° 42 NM

REIL Rwys 5, 12, 23 and 30 **L**HIRL Rwy 5-23 **L**

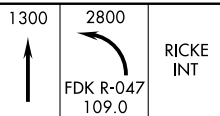
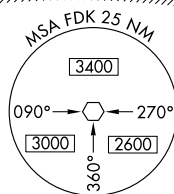
MIRL Rwy 12-30

FAF to MAP 4.2 NM

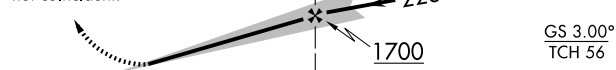
Knots	60	90	120	150	180
Min:Sec	4:12	3:48	3:06	1:41	1:24

WASHINGTON DC
METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



VGSI and ILS glidepath
not coincident.



CATEGORY	A	B	C	D
S-ILS 23	684-1½ 388 (400-1½)			
S-LOC 23	1020-¾ 724 (800-¾)	1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)	
CIRCLING	1020-1½ 717 (800-1½)	1020-2 717 (800-2)	1080-2½ 777 (800-2½)	

FREDERICK, MARYLAND

Amdt 5C 09239

FREDERICK MUNI (FDK)

ILS or LOC RWY 23

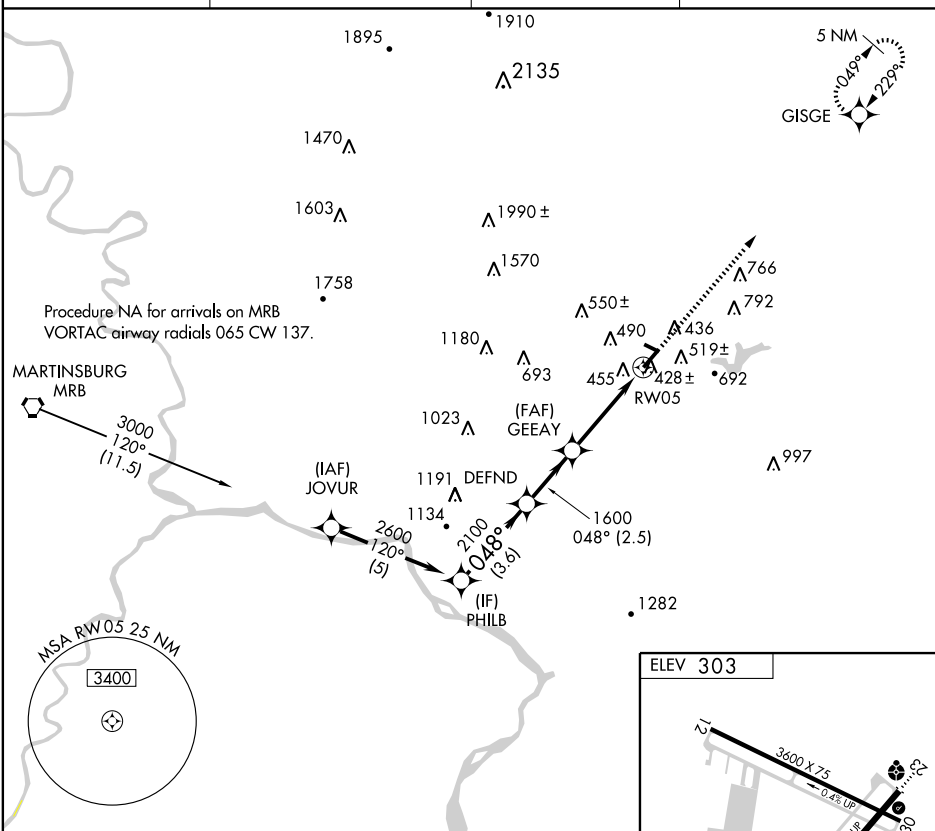
39° 25'N - 77° 22'W

NE-3, 21 OCT 2010 to 18 NOV 2010

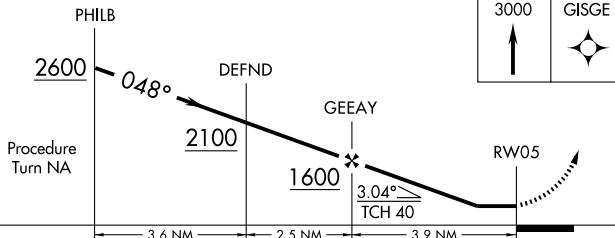
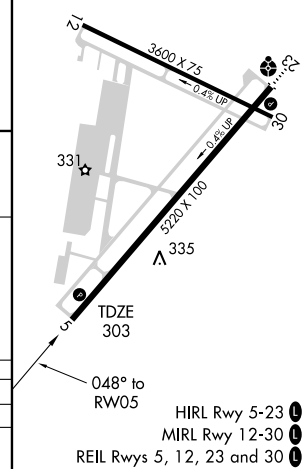
NE-3. 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

FREDERICK MUNI (FDK)

APP CRS
048°Rwy Idg
TDZE
Apt Elev**5220**
303
303DME/DME RNP -0.3 NA. If local altimeter setting not received,
use Leesburg altimeter setting and increase all MDAs 80 feet.MISSED APPROACH: Climb to 3000
direct GISGE and hold.AWOS-3
124.875POTOMAC APP CON
125.525 291.625CLNC DEL
126.9UNICOM
122.725 (CTAF) 0

ELEV 303



CATEGORY	A	B	C	D
RNAV MDA	720-1	417 (500-1)	720-1 ¼	417 (500-1 ¼)
CIRCLING	900-1	597 (600-1)	900-1 ½ 597 (600-1 ½)	1080-2 ½ 777 (800-2 ½)

APP CRS **229°**
 Rwy Idg **5220**
 TDZE **296**
 Apt Elev **303**

RNAV (GPS) Y RWY 23

FREDERICK MUNI (FDK)

▼ DME/DME RNP-0.3 NA.
▲ Inoperative table does not apply to Cat C.
 When VGSI inop, circling to Rwy 5 and Rwy 30 NA at night.

ODALS



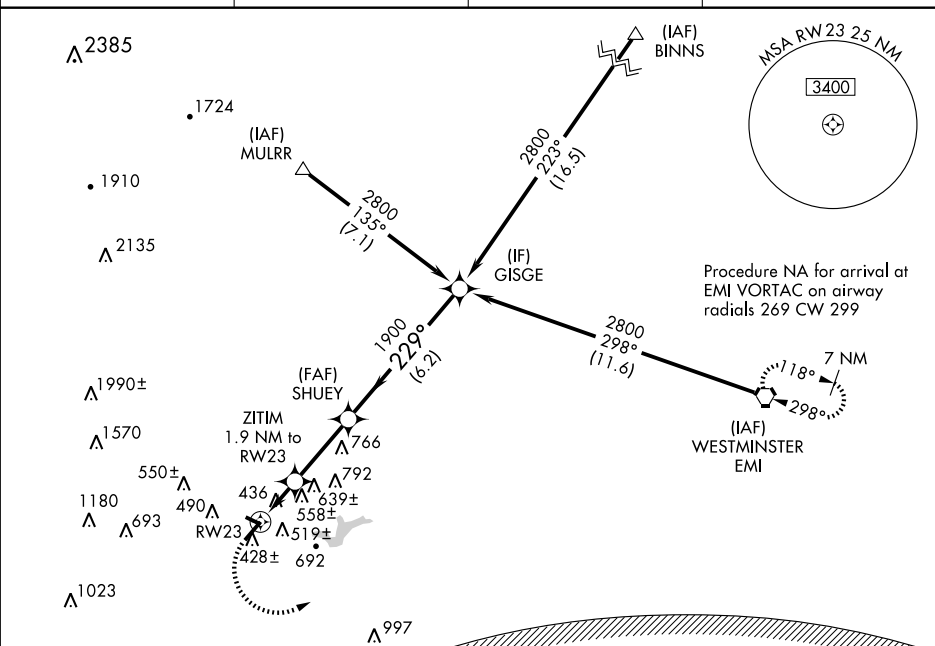
MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

AWOS-3
124.875

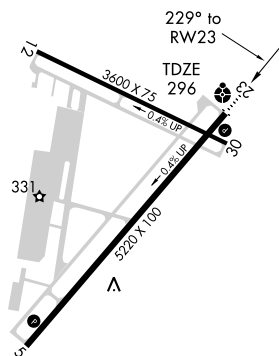
POTOMAC APP CON
125.525 291.625

CLNC DEL
126.9

UNICOM
122.725 (CTAF) 0



ELEV 303

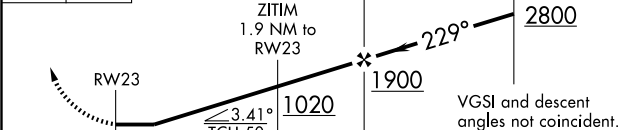
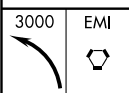


REIL Rws 5, 12, 23 and 30 **0**
 HIRL Rwy 5-23 **0**
 MIRL Rwy 12-30 **0**

FREDERICK, MARYLAND

Amdt 1A 09239

WASHINGTON DC METROPOLITAN SFRA
WARNING -- WASHINGTON DC SFRA.
 CTC POTOMAC APP CON



CATEGORY	A	B	C	D
LNAV MDA	820-3/4 524 (600-3/4)	820-1 1/2 524 (600-1 1/2)	820-1 1/2 524 (600-1 1/2)	820-1 3/4 524 (600-1 3/4)
CIRCLING	900-1 597 (600-1)	900-1 1/2 597 (600-1 1/2)	1080-2 1/2 777 (800-2 1/2)	

FREDERICK MUNI (FDK)

39° 25'N-77° 22'W

RNAV (GPS) Y RWY 23

WAAS CH 81802 W23A	APP CRS 229°	Rwy Idg 5220 TDZE 296 Apt Elev 303
--	------------------------	---

RNAV (GPS) Z RWY 23

FREDERICK MUNI (FDK)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

ODALS



MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

AWOS-3

124.875

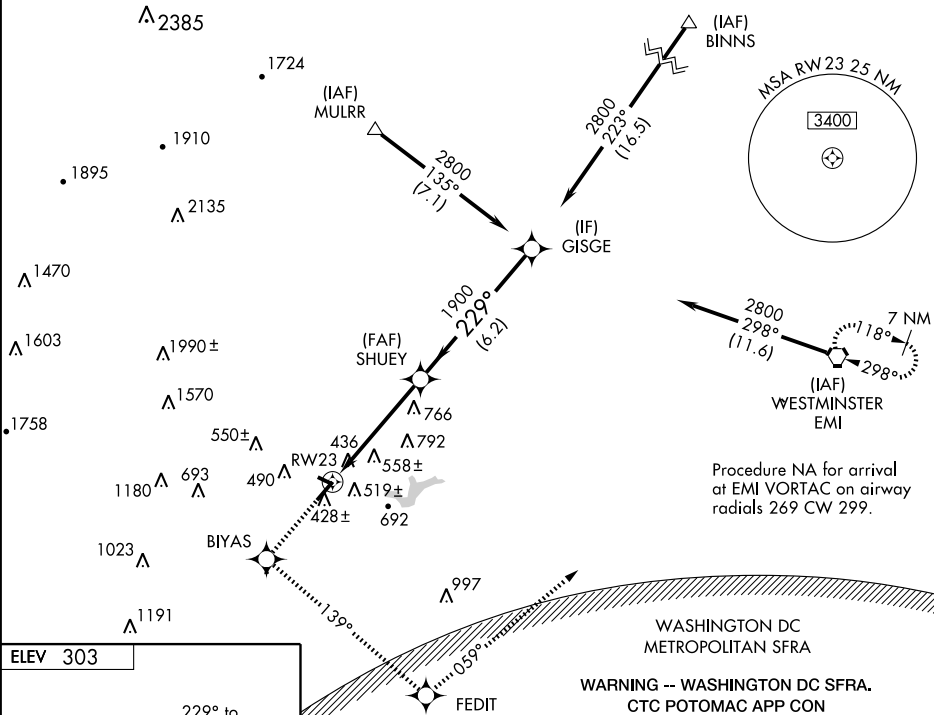
POTOMAC APP CON

125.525**291.625**

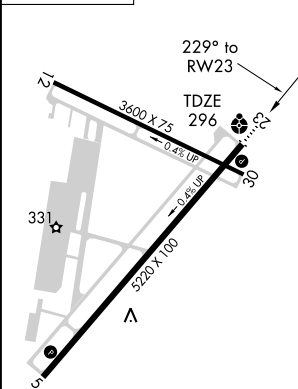
CLNC DEL

126.9

UNICOM

122.725 (CTAF) 0

ELEV 303



REIL Rwy 5, 12, 23 and 30

HIRL Rwy 5-23

MIRL Rwy 12-30

3000	BIYAS	TRK 139°	FEDIT	TRK 059°	EMI	GISGE	Procedure Turn NA
						2800	GS 3.00° TCH 50
						1900	VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D			
LPV DA	690-1½		394 (400-1½)				
LNAV/VNAV DA	1020-2½		724 (800-2½)				
LNAV MDA	1020-¾		724 (800-¾)		1020-2	1020-2¼	
					724 (800-2)	724 (800-2¼)	
CIRCLING	1020-2½		717 (800-2½)		1080-2½		
					777 (800-2½)		

FREDERICK, MARYLAND

Orig-B 09239

39° 25'N-77° 22'W

FREDERICK MUNI (FDK)

RNAV (GPS) Z RWY 23

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR FDK 109.0	APP CRS 220°	Rwy Idg TDZE Apt Elev	N/A N/A 303
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VOR-A
FREDERICK MUNI (FDK)



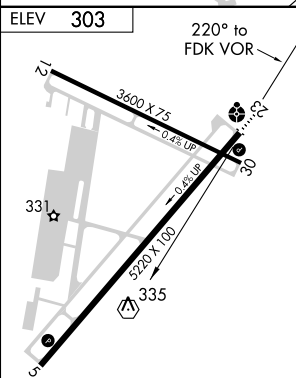
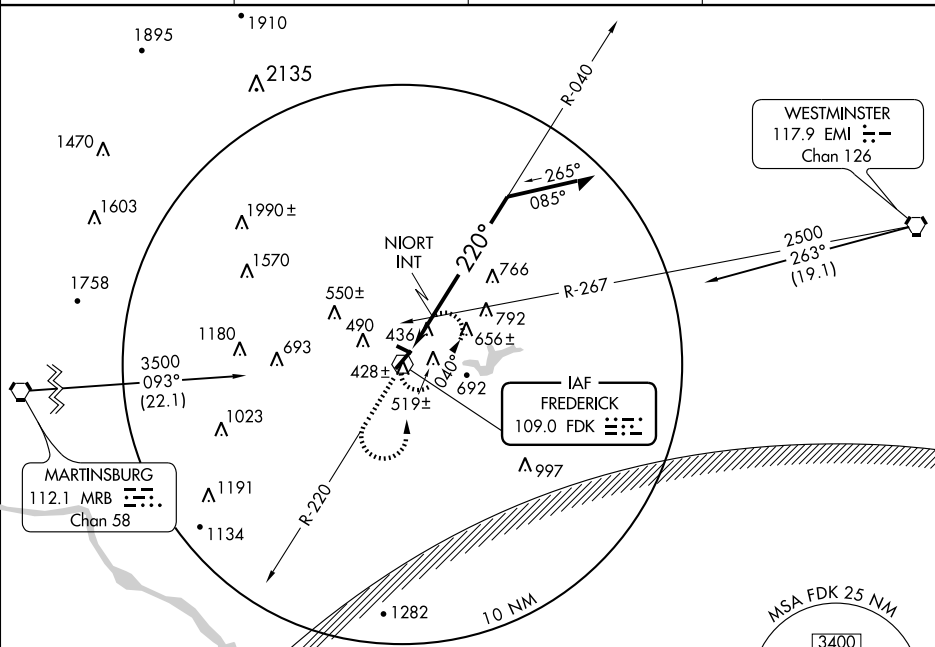
MISSED APPROACH: Climb to 2300 via FDK
R-220 then left turn direct FDK VOR and hold.

AWOS-3
124.875

POTOMAC APP CON
125.525 291.625

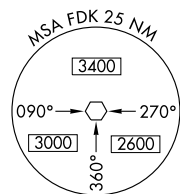
CLNC DEL
126.9


UNICOM
122.725 (CTAF) 0



REIL Rwy 5, 12, 23 and 30
HIRL Rwy 5-23
MIRL Rwy 12-30

WASHINGTON DC METROPOLITAN SFRA
WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



<div>2300</div> <div>↑</div> <div>FDK R-220</div> <div>109.0</div>		<div></div> <div>FDK</div> <div>109.0</div>	<div><div>VOR</div><div>NIORT INT</div><div>2300</div><div>1360</div><div>2 NM</div><div>040°</div><div>220°</div><div>Remain within 10 NM</div></div>			
CATEGORY	A		B		C	D
CIRCLING	1360-1¼ 1057 (1100-1¼)		1360-1½ 1057 (1100-1½)		1360-3	1057 (1100-3)
NIORT INT MINIMUMS						
CIRCLING	920-1 617 (700-1)		920-1¾ 617 (700-1¾)		1080-2½ 777 (800-2½)	

FRIENDLY

POTOMAC AIRFIELD (VKX) 00 NE UTC-5(-4DT) N38°44.92' W76°57.36'

118 B S4 FUEL 100LL NOTAM FILE DCA

RWY 06-24: H2665X40 (ASPH-AFSC) MIRL 0.3% up NE

RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38'. Thld dsplcd 385'. Trees.

RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49'. Thld dsplcd 84'.

Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0300Z. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300-1200Z. Rotating bcn located 1000' N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.

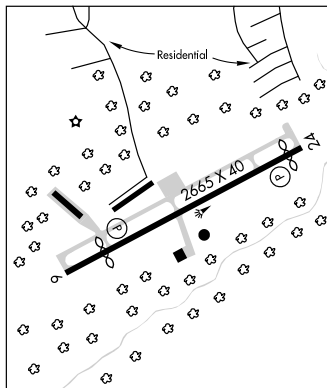
WEATHER DATA SOURCES: AWOS-A 122.8 (617) 262-3825.

COMMUNICATIONS: CTAF/AUNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43' W76°51.98' 240° 5.5 NM to fld. 260/10W.



WASHINGTON

COPTER

L-29E, 34F, 36I, A

IAP

GAITHERSBURG N39°10.18' W77°09.96' NOTAM FILE DCA.

NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°-130° byd 20 NM.

WASHINGTON

L-29E, 34F, 36I, A

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC-5(-4DT) N39°10.10' W77°09.96'

539 B S6 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA

RWY 14-32: H4202X75 (ASPH) MIRL 1.1% up SE

RWY 14: REIL. VASI(V4L). Trees.

RWY 32: REIL. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0100Z. Fuel avbl 1300-0100Z, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79' and gross weight in excess of 48,000 lbs. 30' downslope 75' left and right of centerline at thld to 150' both sides. South ramp not recommended for acft with wingspan greater than 79' or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tktf between 0400-1200Z. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.275 (301) 977-2971.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ POTOMAC APP/DEP CON 128.7 POTOMAC CLNC DEL 121.6

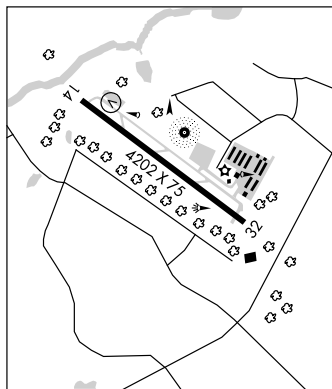
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 053° 19.9 NM to fld. 297/08W.

FREDERICK (T) VOR 109.0 FDK N39°24.73' W77°22.51' 154° 17.6 NM to fld. NOTAM FILE DCA.

GAITHERSBURG NDB (MHW) 385 GAI N39°10.18' W77°09.96' at fld. NOTAM FILE DCA.

Unusable 040°-130° byd 20 NM.



WASHINGTON

L-29E, 34F, 36I, A

IAP

GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10' W79°03.03' NOTAM FILE EKN.

(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W.

DME unusable 071°-306° byd 20 NM blo 6000', 108°-113° byd 38 NM, 307°-070° byd 20NM blo 5000', 325°-345° bdy 35 NM.

RCO 121.1R 112.3T (ELKINS RADIO)

CINCINNATI

L-29D

GREATER CUMBERLAND RGNL (See CUMBERLAND)

IRONS FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
119.85 322.3 (DCA ARRIVALS ONLY)
128.35 270.275 (ADW ARRIVALS ONLY)
ANDREWS AFB ATIS
113.1 251.05
WASHINGTON NATIONAL ATIS
132.65

WASHINGTON
111.0 DCA
Chan 47

RONALD REAGAN
WASHINGTON NATIONAL

P-56
COLLEGE PARK
ANDREWS AFB

FREEWAY

SAMMO
N38°44.66'
W77°03.66'

POTOMAC AIRFIELD
WASHINGTON EXECUTIVE/
HYDE FIELD

NOTTINGHAM
113.7 OTT
Chan 84

NOTE: Aircraft use DCA ATIS to
determine the direction
of landing prior to IRONS
INT. (DCA only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM
NORTH OF DCA-AVOID-SURFACE
TO 18,000 MSL.

IRONS
N38°31.87'
W77°06.37'

OJAAY
N38°17.56'
W77°09.38'
**TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION**
(DCA only)

Expect to cross at 10,000 feet
(and expect 250 kts in a North operation).

JIMBE
N38°07.68'
W77°11.44'

EPICS
N37°47.15'
W77°15.82'

HARCUM
108.8 HCM
Chan 25

FLAT ROCK
113.3 FAK
Chan 80

RICHMOND
114.1 RIC
Chan 88
N37°30.14' - W77°19.22'

NOTE: Chart not to scale.

L-34-36, H-10-12

RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018
and DCA R-198 to IRONS INT. Thence. . .

. . . From over IRONS INT:

Ronald Reagan Washington National Airport (DCA only):

LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to
the final approach course.

LANDING NORTH: Expect vectors to final approach course.

All other airports: Expect vectors.

IRONS FOUR ARRIVAL

(IRONS.IRONS4) 08269

WASHINGTON, DC

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS
059°

Rwy Idg **2289**
TDZE **118**
Apt Elev **118**

RNAV (GPS) RWY 6

FRIENDLY / POTOMAC AIRFIELD (VKX)

▲ NA

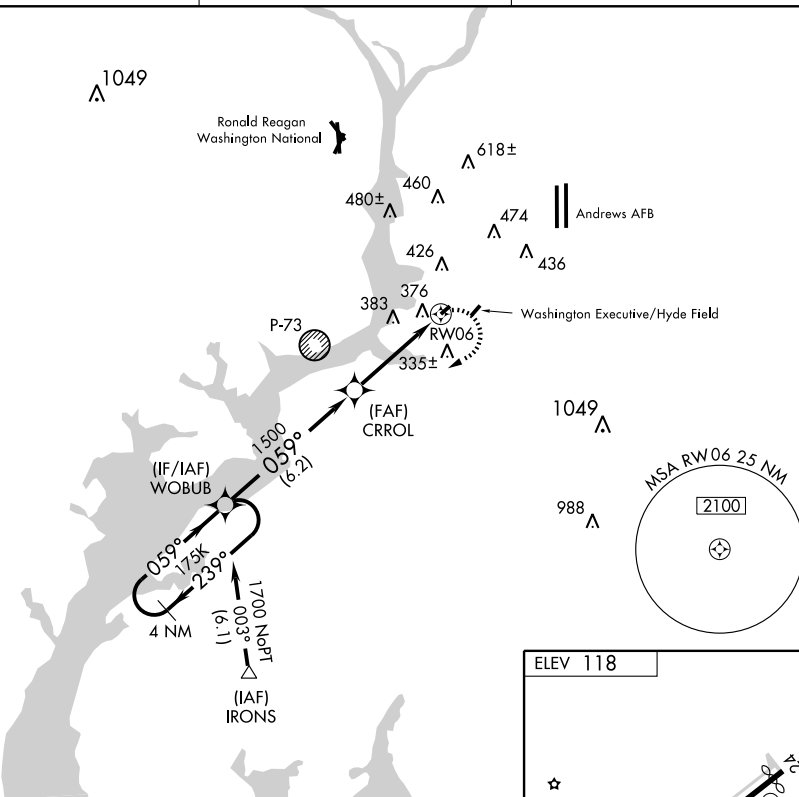
Circling NA SE of Rws 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

AWOS-A
122.8

POTOMAC APP CON
125.650 348.725

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern WOBUB

1700

239°
059°

059°

CRROL

1500

3.04°

TCH 38

RW06

VGSI and descent
angles not coincident.

6.2 NM

4.2 NM

CATEGORY

A

B

C

D

LNNAV MDA

680-1
562 (600-1)

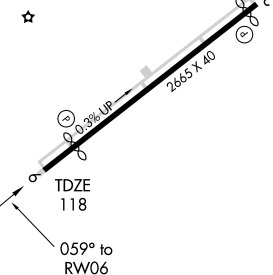
NA

CIRCLING

740-1
622 (700-1)

NA

ELEV 118



REIL Rwy 6-24 0

FRIENDLY

POTOMAC AIRFIELD (VKX) 00 NE UTC-5(-4DT) N38°44.92' W76°57.36'

118 B S4 FUEL 100LL NOTAM FILE DCA

RWY 06-24: H2665X40 (ASPH-AFSC) MIRL 0.3% up NE

RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38'. Thld dsplcd 385'. Trees.

RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49'. Thld dsplcd 84'.

Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0300Z. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300-1200Z. Rotating bcn located 1000' N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.

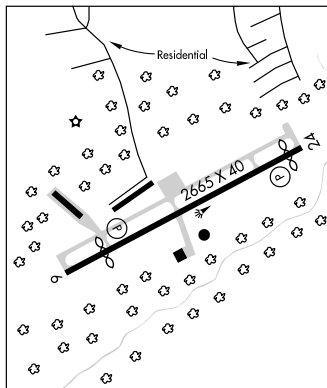
WEATHER DATA SOURCES: AWOS-A 122.8 (617) 262-3825.

COMMUNICATIONS: CTAF/AUNICOM 122.8

Ⓡ POTOMAC APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43' W76°51.98' 240° 5.5 NM to fld. 260/10W.



WASHINGTON

COPTER

L-29E, 34F, 36I, A

IAP

GAITHERSBURG N39°10.18' W77°09.96' NOTAM FILE DCA.

NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°-130° byd 20 NM.

WASHINGTON

L-29E, 34F, 36I, A

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC-5(-4DT) N39°10.10' W77°09.96'

539 B S6 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA

RWY 14-32: H4202X75 (ASPH) MIRL 1.1% up SE

RWY 14: REIL. VASI(V4L). Trees.

RWY 32: REIL. Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0100Z. Fuel avbl 1300-0100Z, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79' and gross weight in excess of 48,000 lbs. 30' downslope 75' left and right of centerline at thld to 150' both sides. South ramp not recommended for acft with wingspan greater than 79' or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400-1200Z. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.275 (301) 977-2971.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ POTOMAC APP/DEP CON 128.7 POTOMAC CLNC DEL 121.6

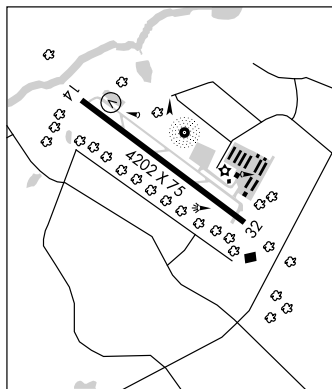
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08' W77°28.00' 053° 19.9 NM to fld. 297/08W.

FREDERICK (T) VOR 109.0 FDK N39°24.73' W77°22.51' 154° 17.6 NM to fld. NOTAM FILE DCA.

GAITHERSBURG NDB (MHW) 385 GAI N39°10.18' W77°09.96' at fld. NOTAM FILE DCA.

Unusable 040°-130° byd 20 NM.



WASHINGTON

L-29E, 34F, 36I, A

IAP

GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10' W79°03.03' NOTAM FILE EKN.

(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W.

DME unusable 071°-306° byd 20 NM blo 6000', 108°-113° byd 38 NM, 307°-070° byd 20NM blo 5000', 325°-345° bdy 35 NM.

RCO 121.1R 112.3T (ELKINS RADIO)

CINCINNATI

L-29D

GREATER CUMBERLAND RGNL (See CUMBERLAND)

NDB GAI 385	APP CRS 134°	Rwy ldg TDZE 520 Apt Elev 539
-----------------------	------------------------	---

NDB RWY 14

GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

▼ Circling to Rwy 32 NA at night.
▲ If local altimeter not received, use Washington Dulles
Intl altimeter setting and increase all MDAs 80 feet.

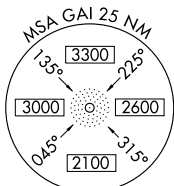
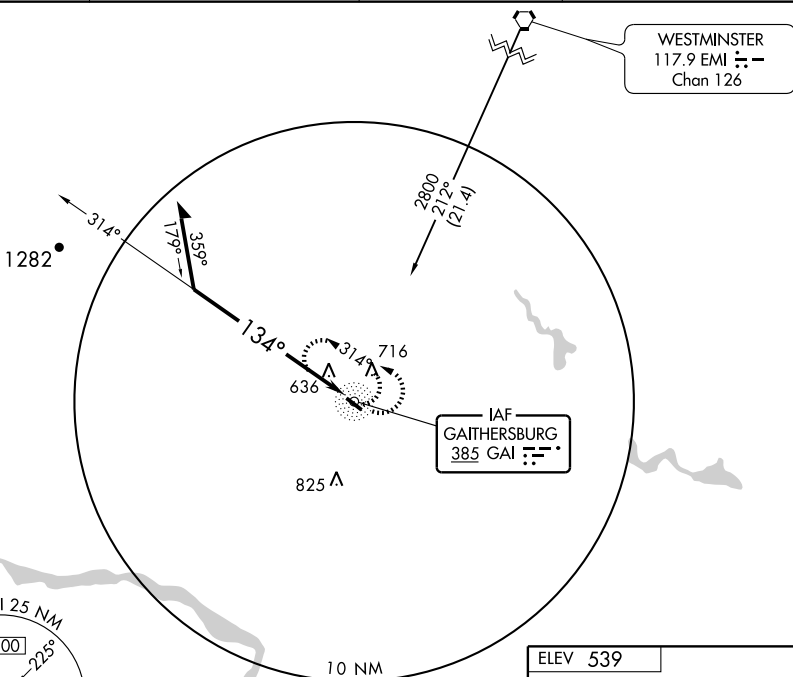
MISSED APPROACH: Climbing left turn
to 2800 in GAI NDB holding pattern.

AWOS-3
128.275

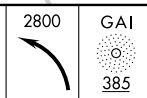
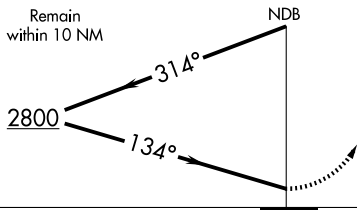
POTOMAC APP CON
128.7 291.625

CLNC DEL
121.6

UNICOM
123.075 (CTAF) 1

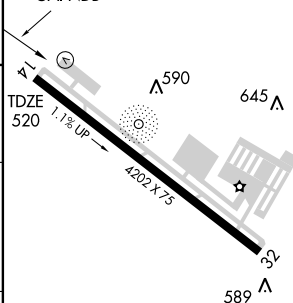


Remain
within 10 NM



ELEV 539

134° to GAI NDB



REIL Rwy 14 and 32 1

MIRL Rwy 14-32 1

CATEGORY	A	B	C	D
S-14	1380-1 860 (900-1)	1380-1¼ 860 (900-1¼)	1380-2½ 860 (900-2½)	1380-2¾ 860 (900-2¾)
CIRCLING	1380-1 841 (900-1)	1380-1¼ 841 (900-1¼)	1380-2½ 841 (900-2½)	1380-2¾ 841 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 77502 W14A	APP CRS 136°	Rwy Idg TDZE Apt Elev	4202 520 539
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RNAV (GPS) RWY 14

GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

▼ Baro-VNAV NA below -1.6°C (4°F). DME/DME RNP-0.3 NA.
 ▲ NA If local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2100 direct FIRAN and via 087° track to CUTOP and hold.

AWOS-3
128.275

POTOMAC APP CON
128.7 291.625

CLNC DEL
121.6

UNICOM
123.075 (CTAF) 0

1570 ▲

(IAF) RUANE

3000
186°
(9.7)

(IF) BEGKA

2200
136°
(6.1)

(FAF) TIMBE

890

JOXOX
2.3 NM
to RW14

636
571±

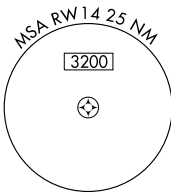
716
RW14

825 ▲

FIRAN

4 NM
284°
104°

CUTOP



ELEV 539

BEGKA

VGSI and RNAV glidepath not coincident.

2100

FIRAN

CUTOP

087° TRK

Procedure
Turn NA
GS 3.00°
TCH 40

3000

136°

TIMBE

2200

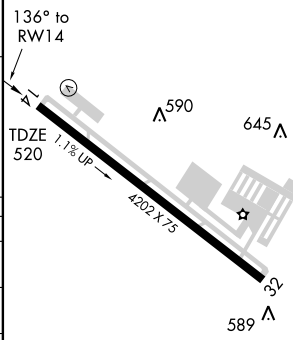
1280

JOXOX
2.3 NM
to RW14

RW14

6.1 NM 2.9 NM 2.3 NM

CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)	980-1¼ 460 (500-1¼)	980-1½ 460 (500-1½)	
CIRCLING	1020-1½ 481 (500-1½)			1100-2 561 (600-2)



REIL Rwy 14 and 32 0
MIRL Rwy 14-32 0

VOR RWY 14

GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

VOR FDK 109.0	APP CRS 155°	Rwy ldg TDZE 523 Apt Elev 538
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⚠ Circling to Rwy 32 NA at night.
 ⚠ NA If local altimeter not received, use Washington Dulles
 Intl altimeter setting and increase all MDAs 80 feet.

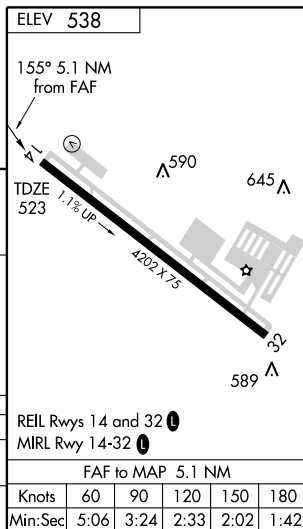
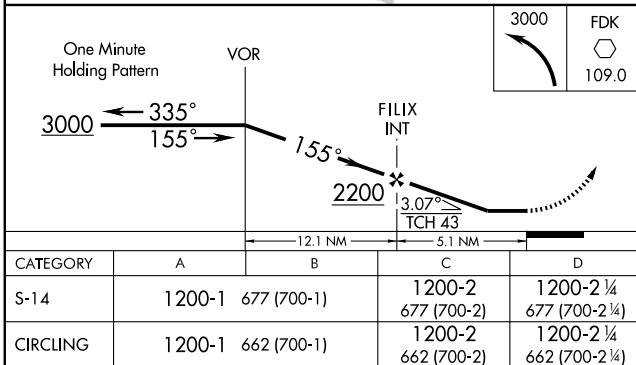
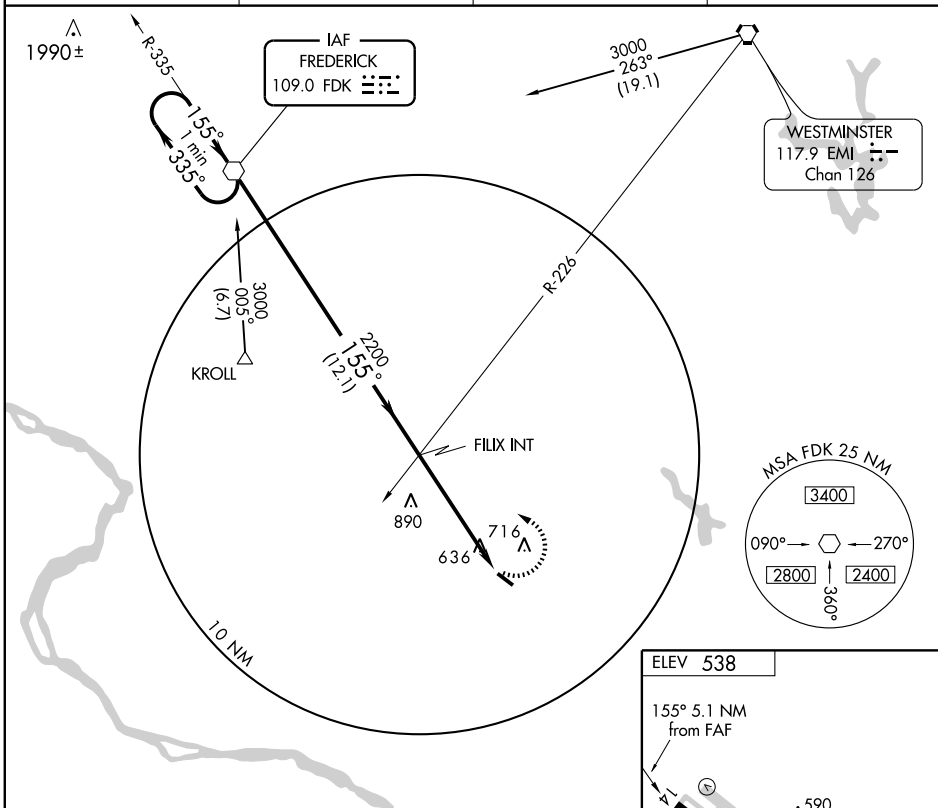
MISSED APPROACH: Climbing left turn to 3000
 direct FDK VOR and hold.

AWOS-3
128.275

POTOMAC APP CON
128.7 291.625

CLNC DEL
121.6

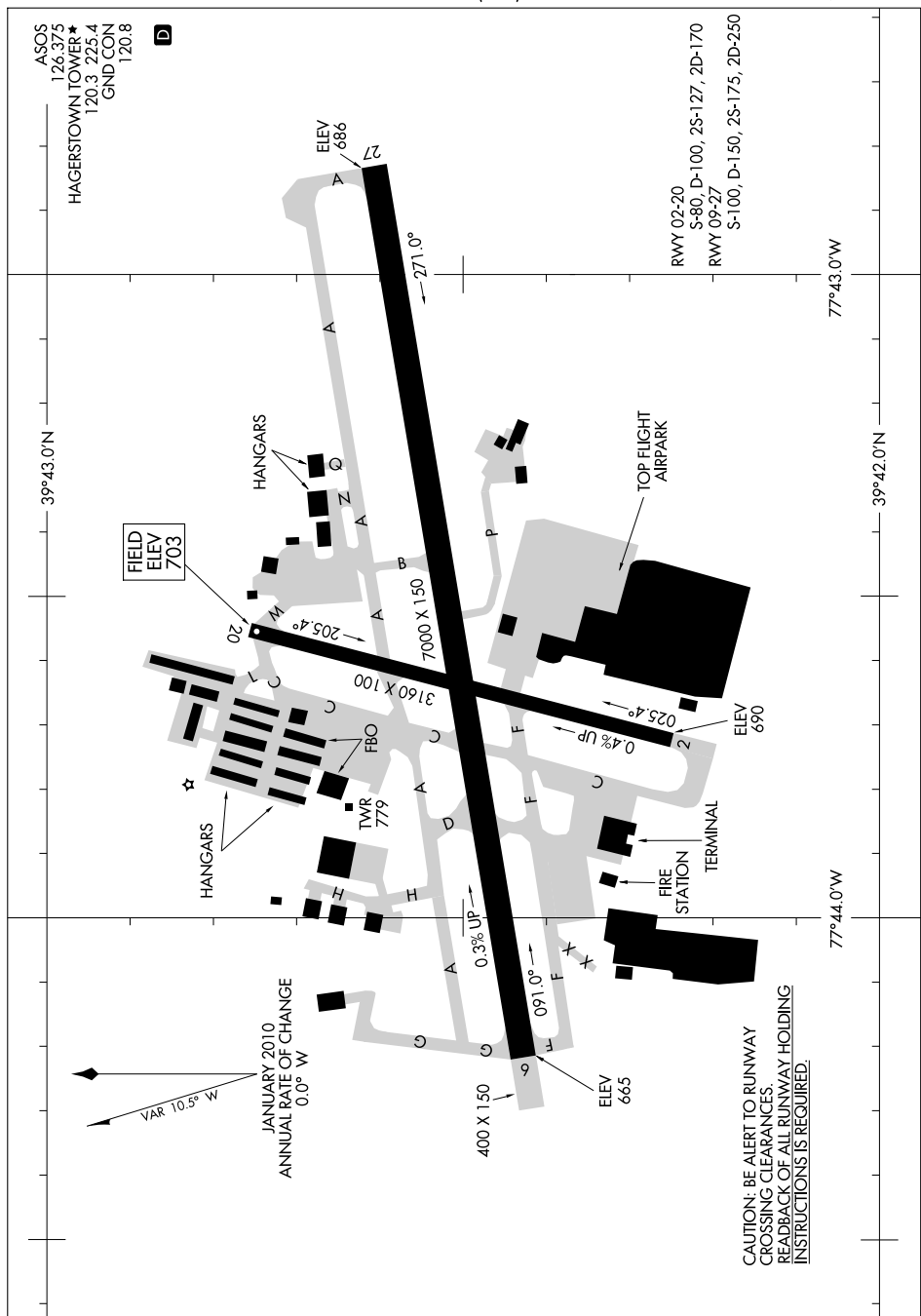
UNICOM
123.075 (CTAF) ①



AIRPORT DIAGRAM

HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)
AL-5114 (FAA) HAGERSTOWN, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HAGERSTOWN, MARYLAND
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

10210

HAGERSTOWN RGNL—RICHARD A HENSON FLD (HGR) 4 N UTC-5(-4DT)

WASHINGTON

N39°42.51' W77°43.59'

H-10H, 121, L-29D, A

703 B S4 FUEL 100LL, JET A, JET A2 OX 1, 2, 3, 4 Class I, ARFF Index B

IAP, AD

NOTAM FILE HGR

RWY 09-27: H7000X150 (ASPH-GRVD) S-100, D-150, 2S-175,
2D-250 HIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 02-20: H3160X100 (ASPH) S-80, D-100, 2S-127,
2D-170 MIRL 0.4% up N

RWY 02: REIL. PAPI(P2L)—GA 4.0° TCH 51'.

RWY 20: REIL. PAPI(P2L)—GA 4.0° TCH 33'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-3160 TODA-3160 ASDA-3160 LDA-3160

RWY 09: TORA-7000 TODA-7000 ASDA-7000 LDA-7000

RWY 20: TORA-3160 TODA-3160 ASDA-3160 LDA-3160

RWY 27: TORA-7000 TODA-7000 ASDA-7000 LDA-7000

AIRPORT REMARKS: Attended 1000-0300Z \pm . Fuel available1000-0300Z \pm ; call 301-791-9119. DOD contract fuel avbl. Birds

on and invof arpt. Low level military acft 10 NM north on VR708

opr east to west. Ultrahtg activity 12 NM east to 5000' MSL. Rwy

02-20 CLOSED when tower clsd. PPR 24 hours for unscheduled

air carrier ops with more than 30 passenger seats call arpt manager 240-313-2777. Index C coverage is

provided for scheduled air carrier ops with more than 30 passenger seats. Twys Lima, and Papa are not

available for air carrier ops. When twr clsd ACTIVATE MIRL Rwy 02-20, HIRL Rwy 09-27, MALSR Rwy 27, REIL

Rwy 02, Rwy 09, Rwy 20—CTAF. HIRL Rwy 09-27 preset low ints dusk-dawn. Ldg fee.

WEATHER DATA SOURCES: ASOS 126.375 (301) 745-3497.**COMMUNICATIONS:** CTAF 120.3 UNICOM 122.95

HAGERSTOWN RCO 122.1R 109.8T (LEESBURG RADIO)

⑦ WASHINGTON CENTER APP/DEP CON 134.15

HAGERSTOWN TOWER 120.3 1200-0300Z \pm . GND CON 120.8**AIRSPACE:** CLASS D svc 1200-0300Z \pm other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99' W77°57.06' 149° 17.0 NM to fld. 2340/07W.

HAGERSTOWN (L) VOR 109.8 HGR N39°41.86' W77°51.34' 091° 6.0 NM to fld. NOTAM FILE HGR.

VOR unusable:

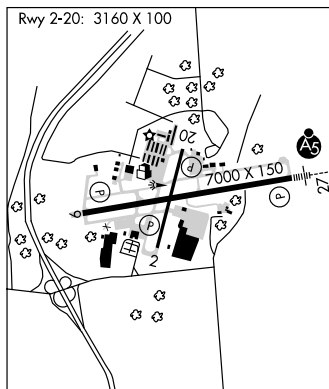
251°-280° byd 16 NM

351°-050°

281°-300° byd 24 NM blo 8000'

ILS/DME 111.9 I-HGR Chan 56 Rwy 27. Class IE.

ILS/DME 111.9 I-UYK Chan 56 Rwy 09. ILS unavbl when twr clsd.

**HARFORD CO** (See CHURCHVILLE)**HAVRE DE GRACE SPB** (MØ6) 1 E UTC-5(-4DT) N39°32.49' W76°04.18'

WASHINGTON

00 S1 NOTAM FILE DCA

WATERWAY N-S: 8000X200 (WATER)

WATERWAY S: Bridges.

WATERWAY E-W: 8000X200 (WATER)

WATERWAY E: Bridges.

SEAPLANE REMARKS: Attended May-Nov dawn-dusk. Birds on and invof arpt. Major ultrahtg repairs and svcs. May-Nov floating dock fully extended for local and transient acft storage.**COMMUNICATIONS:** CTAF/UNICOM 123.00**HOBY WOLF** (See ELDERSBURG)

LOC/DME I-HGR
111.9
Chan **56**

APP CRS
269°

Rwy Idg **7000**
TDZE **701**
Apt Elev **703**

ILS or LOC RWY 27

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

⚠ When local altimeter setting not received; use Martinsburg altimeter setting and increase DA to 971 and all MDA 80 feet; increase S-LOC 27 Cat D and JOMES Fix minimum S-LOC 27 Cat C visibility ¼ mile. VDP NA when using Martinsburg altimeter setting. For inoperative MALSR, increase JOMES Fix minimums S-LOC 27 Cat D visibility ¼ mile. For inoperative MALSR, when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility ½ mile.

MALSR



MISSED APPROACH:
Climb to 4000 direct
HGR VOR and hold,
continue climb-in-hold
to 4000.

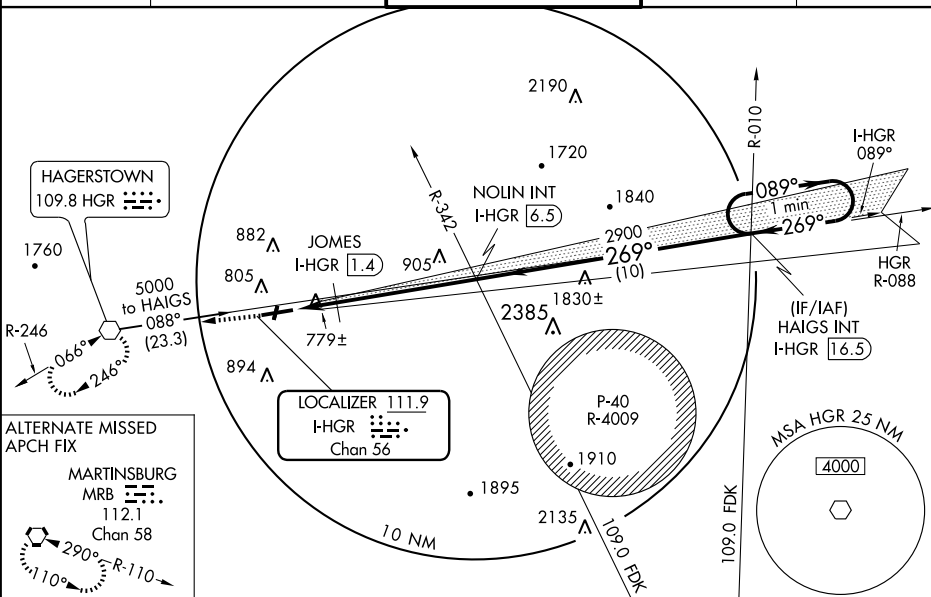
ASOS
126.375

WASHINGTON CENTER
134.15 385.4

HAGERSTOWN TOWER ★
120.3 (CTAF) 0 225.4

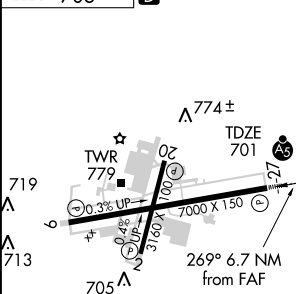
GND CON
120.8

UNICOM
122.95



ELEV 703

D



REIL Rwy 2, 9, and 20

MIRL Rwy 2-20

HIRL Rwy 9-27

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

HAGERSTOWN, MARYLAND

Amdt 10 10266

4000	HGR 109.8	*1200 when using Martinsburg altimeter setting.	HAIGS INT I-HGR 16.5	One Minute Holding Pattern
		NOLIN INT I-HGR 6.5		
		JOMES I-HGR 1.4		
		I-HGR DME ANTENNA I-HGR 0.8		
		I-HGR 0.2		
		*1120		
		*LOC only		
		0.2 0.8 0.6 5.1 NM 10 NM		
CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1120-½ 419 (500-½)		1120-¾ 419 (500-¾)	
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)
JOMES FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			1040-¾ 339 (400-¾)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

39°43'N - 77°44'W

ILS or LOC RWY 27

WAAS CH 49011 W09A	APP CRS 088°	Rwy Idg TDZE Apt Elev	7000 695 703
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RNAV (GPS) RWY 9

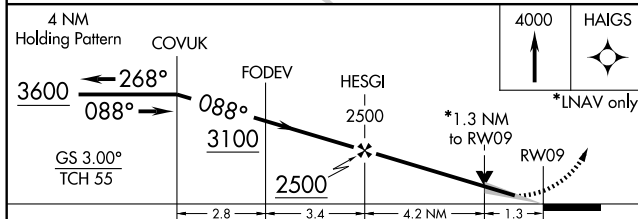
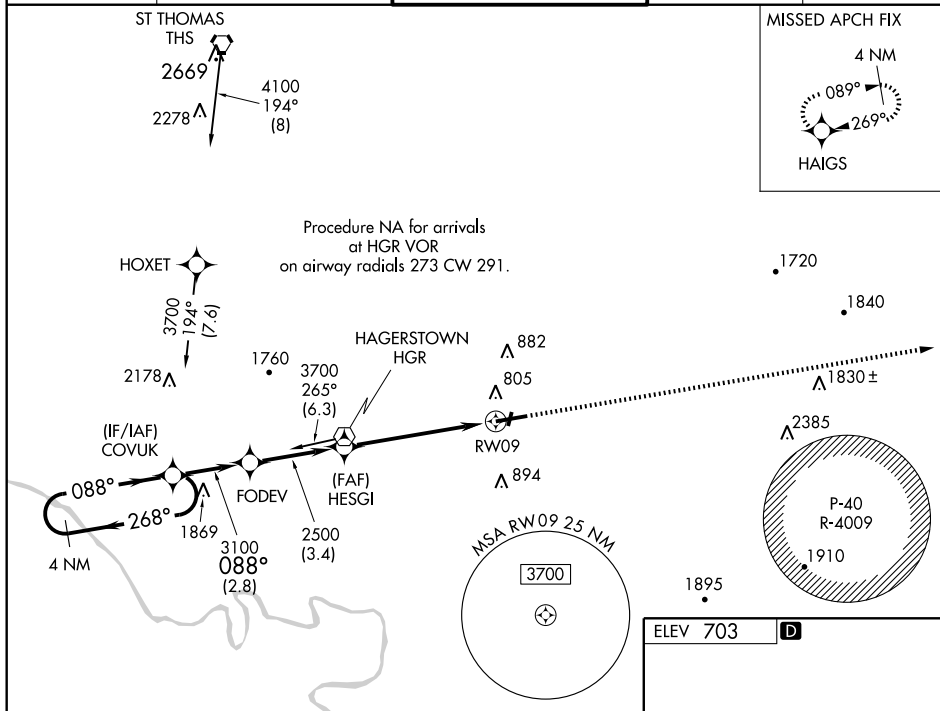
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)



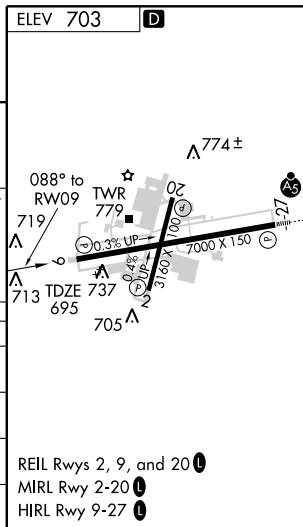
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 965, LNAV/VNAV DA to 1101, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
HAIGS and hold.

ASOS 126.375	WASHINGTON CENTER 134.15 385.4	HAGERSTOWN TOWER ★ 120.3 (CTAF) 0 225.4	GND CON 120.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	1031-1¼ 336 (400-1¼)			
LNAV MDA	1140-1 445 (500-1)	1140-1¼ 445 (500-1¼)	1140-1½ 445 (500-1½)	1140-1½ 445 (500-1½)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)



HAGERSTOWN, MARYLAND

Orig 10266

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

39°43'N - 77°44'W

RNAV (GPS) RWY 9

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86911 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	7000 701 703
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RNAV (GPS) RWY 27

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 971, LNAV/VNAV DA to 1175, and all MDA 80 feet; increase LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats visibility ½.

MALSR



MISSED APPROACH:
Climb to 3600 direct
COVUK and hold.

ASOS
126.375

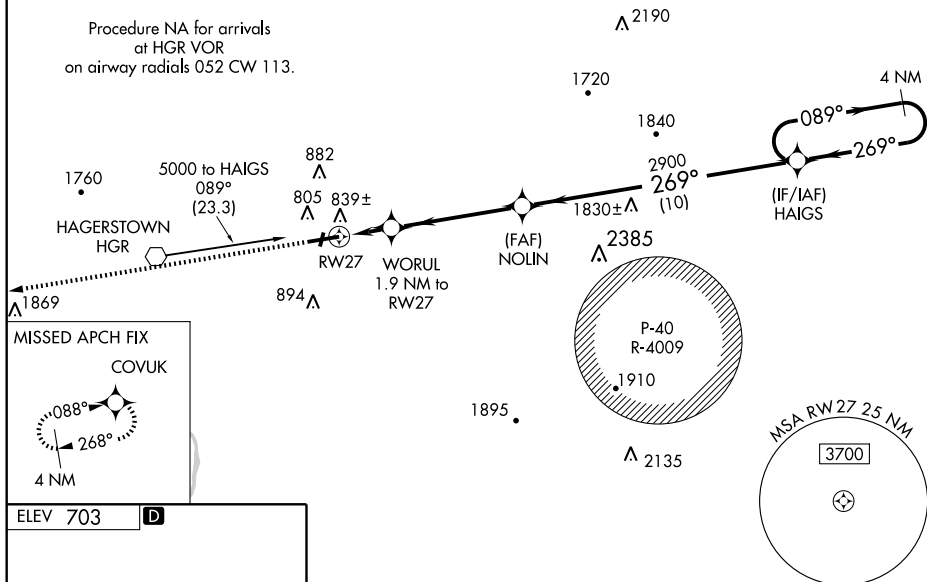
WASHINGTON CENTER
134.15 385.4

HAGERSTOWN TOWER ★
120.3 (CTAF) 0 225.4

GND CON
120.8

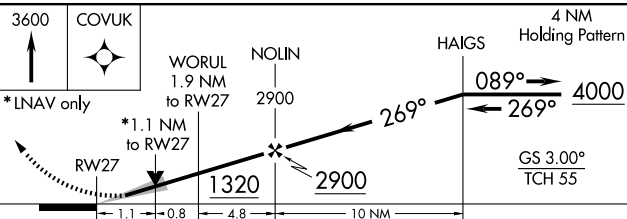
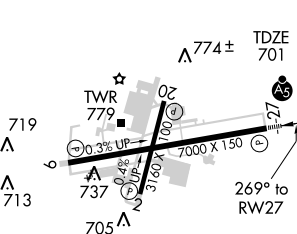
UNICOM
122.95

Procedure NA for arrivals
at HGR VOR
on airway radials 052 CW 113.



ELEV 703

D



CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	1105-1 404 (500-1)			
LNAV MDA	1100-½ 399 (400-½)			1100-1 399 (400-1)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwy 2, 9, and 20

MIRL Rwy 2-20

HIRL Rwy 9-27

HAGERSTOWN, MARYLAND

Orig 10266

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

39°43'N - 77°44'W

RNAV (GPS) RWY 27

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR HGR	APP CRS	Rwy Idg	7000
109.8	091°	TDZE	695
		Apt Elev	703

VOR RWY 9

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

T When local altimeter setting not received, use Martinsburg
A altimeter setting and increase all MDA 80 feet; increase
S-9 Cat C and D visibility $\frac{1}{4}$ mile.

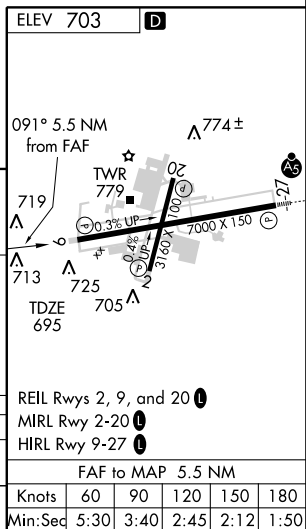
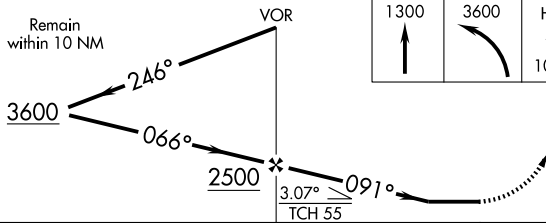
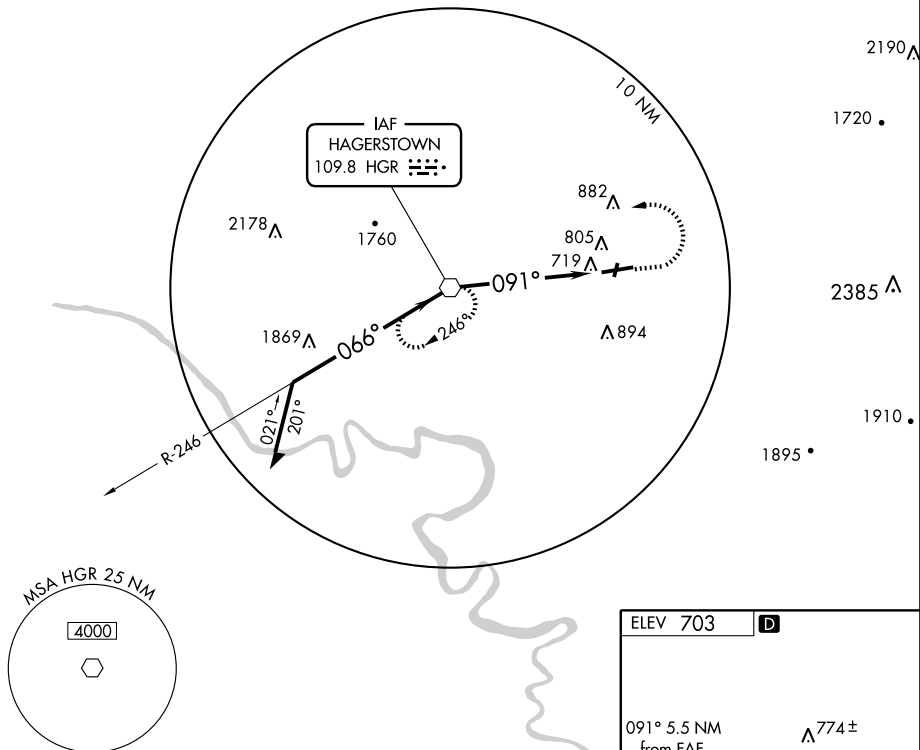
MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS
126,375

WASHINGTON CENTER
134.15 385.4

HAGERSTOWN TOWER ★
120.3 (CTAF) **L** 225.4

GND CON
120.8

UNICOM
122.95

HAGERSTOWN, MARYLAND

Amdt 7 10266

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

39°43'N - 77°44'W

VOR RWY 9

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

INDIAN HEAD

MARYLAND

(2W5) 4 E UTC-5(-4DT) N38°36.03' W77°04.38'

170 S4 FUEL 100LL, JET A TPA-1000(830) NOTAM FILE DCA

RWY 18-36: H3000X50 (ASPH) LIRL 0.5% up N

RWY 18: Trees. RWY 36: Trees.

RWY 02-20: 1860X100 (TURF)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Arpt unattended

Thanksgiving, Christmas and New Years Day. CLOSED to transit
acft when arpt is unattended. Airport CLOSED nights. Birds
and wildlife on and invof arpt. Rwy 36 has 35' dropoff 100' out. Rwy
02-20 perimeter marked with yellow tires. ACTIVATE LIRL Rwy
18-36-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

® POTOMAC APP/DEP CON 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35'

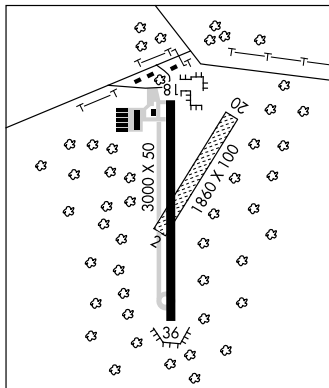
W76°44.69' 258° 16.7 NM to fld. 210/10W. HIWAS.

WASHINGTON

COPTER

L-29E, 34E, 36I, A

IAP



KENTMORR AIRPARK

(See STEVENSVILLE)

KIRBE

N38°42.05' W76°52.21' NOTAM FILE ADW.

NDB (LOM) 360 RW 011° 6.6 NM to Andrews AFB.

WASHINGTON

LANDY

N38°21.76' W75°11.87' NOTAM FILE OXB.

NDB (MHW/LOM) 407 OX 144° 4.7 NM to Ocean City Muni. Unmonitored.

WASHINGTON

L-34F, 36I, A

LAUREL

SUBURBAN

(W18) 2 SE UTC-5(-4DT) N39°04.62' W76°49.68'

148 B S2 FUEL 100LL TPA-1000(852) NOTAM FILE DCA

RWY 03-21: H2324X40 (ASPH) LIRL 0.9% up NE

RWY 03: APAP(PNIL). Thld dsplcd 178'. Tree.

RWY 21: APAP(PNIL). Thld dsplcd 400'. Trees.

AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Ultralight acft prohibited. For rotating bcn during
hours of attendance call 301-490-7580. No touch and go landings/intersection tkfs authorized. ACTIVATE LIRL

Rwy 03-21 and APAP Rwy 03 and Rwy 21-CTAF. Fee for overnight transits.

COMMUNICATIONS: CTAF/UNICOM 123.05

WASHINGTON

COPTER

LAYTONSVILLE

DAVIS

(W50) 3 N UTC-5(-4DT) N39°14.61' W77°09.02'

630 S2 NOTAM FILE DCA

RWY 08-26: H2005X25 (ASPH)

RWY 08: APAP(PNIL)-GA 4.0°. Trees.

RWY 26: APAP(PNIL)-GA 4.0°. P-line.

AIRPORT REMARKS: Attended Mon-Fri dawn-dusk. Arpt CLOSED dusk-dawn. Birds and wildlife on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8 Unicom unmonitored.

WASHINGTON

LEE

(See ANNAPOLIS)

APP CRS
356°

Rwy Idg	3000
TDZE	168
Apt Elev	171

RNAV (GPS) RWY 36

INDIAN HEAD/ MARYLAND (2W5)

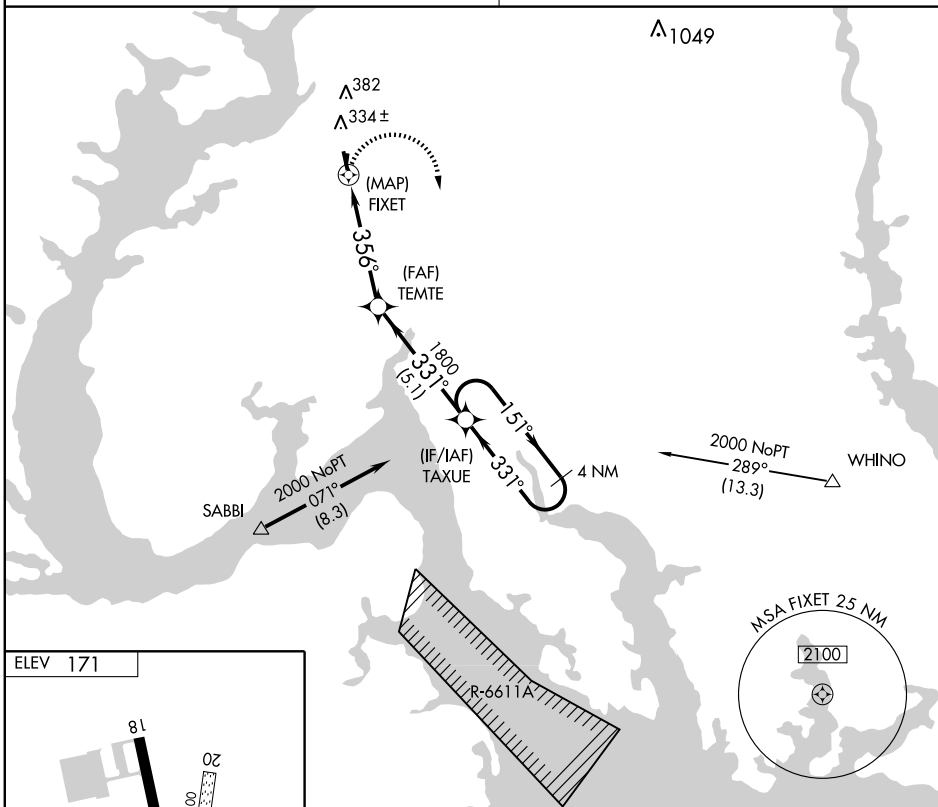


Use Ronald Reagan Washington National altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA at night.

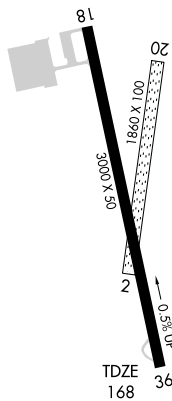
MISSED APPROACH: Climbing right turn to 2000 direct
TAXUE WP and hold.

POTOMAC APP CON
119.85 322.3

UNICOM
122.7 (CTAF) **L**



ELEV 171

LIRL Rwy 18-36 **L**

CATEGORY	A	B	C	D
LNAV MDA	600 - 1	432 (500-1)	NA	
CIRCLING	760 - 1	589 (600-1)	NA	

INDIAN HEAD, MARYLAND

Orig-B 10098

38°36'N - 77°04'W

INDIAN HEAD/ MARYLAND (2W5)

RNAV (GPS) RWY 36

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

VORTAC OTT 113.7 Chan 84	APP CRS 078°	Rwy Idg TDZE Apt Elev	N/A N/A 171
--	------------------------	-----------------------------	--

VOR-A

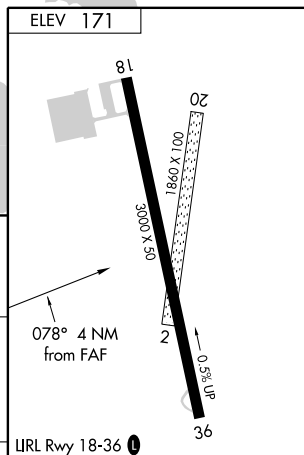
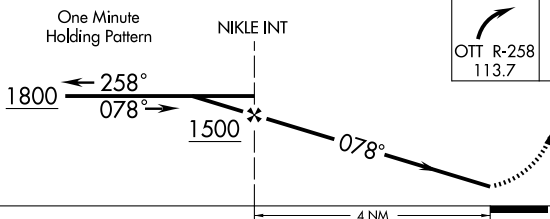
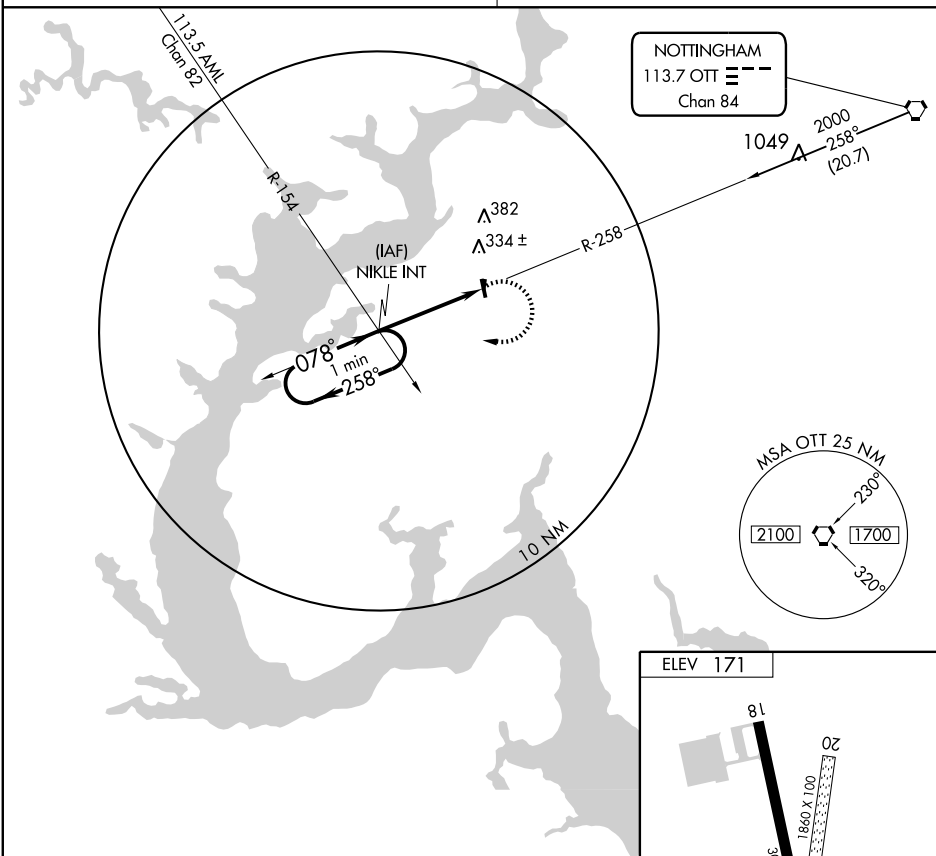
INDIAN HEAD/ MARYLAND (2W5)

▼ Use Ronald Reagan Washington National altimeter setting.
▲ NA Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 via OTT R-258 to NIKLE Int and hold.

POTOMAC APP CON
119.85 322.3

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	760 - 1	589 (600-1)	NA	NA

LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC-5(-4DT) N38°18.92' W76°33.01'

142 B S4 FUEL 100LL, JET A NOTAM FILE DCA

RWY 11-29: H4150X75 (ASPH) S-12.5 MIRL 0.4% up W

RWY 11: REIL. PAPI(P2L). Trees.

RWY 29: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z. Deer on and invof Rwy 11-29 SS-SR. Glider and ultralight activity on and invof arpt. Rwy 29 15' depression (downslope) 300' from thld 150' right-125' left. ACTIVATE MIRL Rwy 11-29; REIL Rwy 11 and 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (301) 373-6514.**COMMUNICATIONS:** CTAF/UNICOM 123.0

PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)

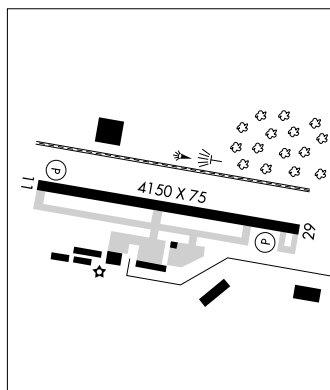
Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z, Sat-Sun 1300-2300Z, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z, Sat-Sun 2300-1300Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27'

W76°24.01' 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC-5(-4DT) N39°17.96' W75°47.96'

WASHINGTON

73 NOTAM FILE DCA

RWY 02-20: 3000X200 (TURF)

RWY 02: Trees. RWY 20: Thld dsplcd 400'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Gliders, hang-gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.

COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

FREEWAY (W00) 2 NW UTC-5(-4DT) N38°56.48' W76°46.34'

WASHINGTON

168 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE DCA

RWY 18-36: H2420X40 (ASPH) MIRL 0.7% up N

RWY 18: PAPI(P2R)-GA 6.0° TCH 47'. Trees.

RWY 36: PAPI(P2L)-GA 5.5° TCH 26'. Thld dsplcd 230'.
Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z-dark. Unattended major holidays. -15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgt antenna 135' AGL 600' NW AER 18. Standard Instrument App Procedures for Freeway Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA-1000 (832) for acft less than 4000 lbs max gross weight; TPA-1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36-CTAF.

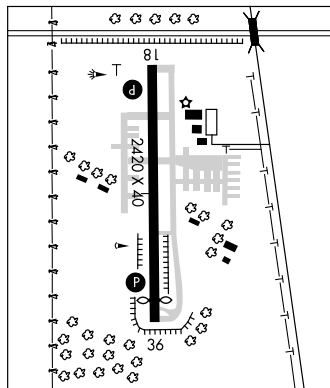
COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ POTOMAC APP/DEP CON 119.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35'

W76°44.69' 005° 14.2 NM to fld. 210/10W. HIWAS.



MONTGOMERY CO AIRPARK (See GAITHERSBURG)

WAAS CH 70502 W11A	APP CRS 112°	Rwy Idg TDZE Apt Elev	4150 142 142
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RNAV (GPS) RWY 11
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

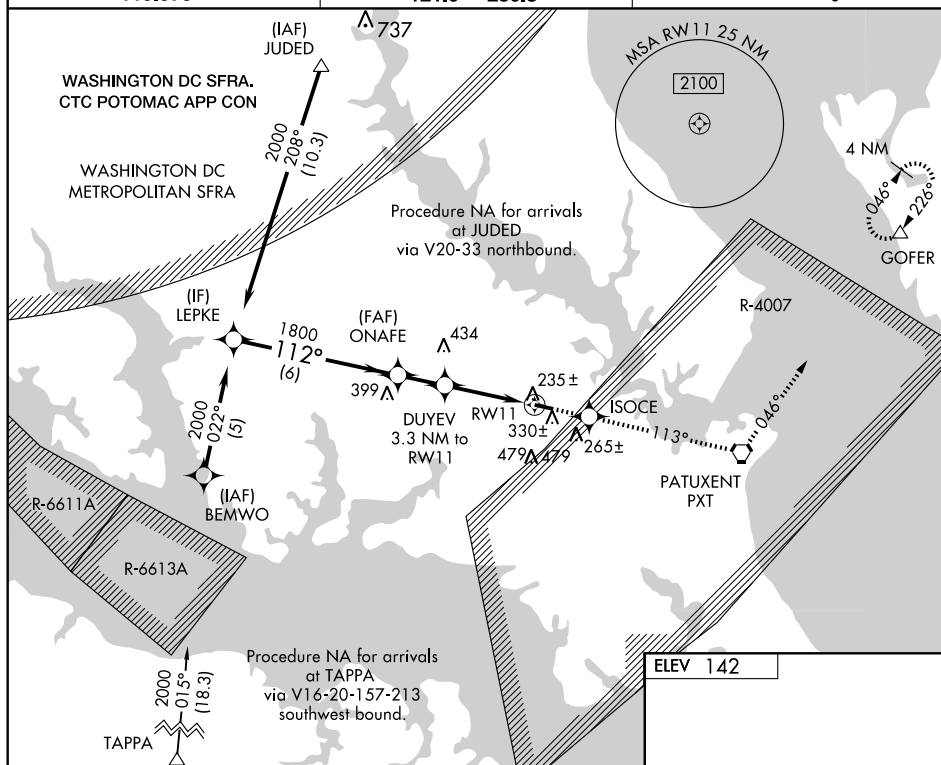
▼ Circling to Rwy 29 NA at night. If local altimeter setting not received, use Patuxent River altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Patuxent River altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ISOCE and via 113° track to PXT VORTAC and 046° track to GOFER and hold.

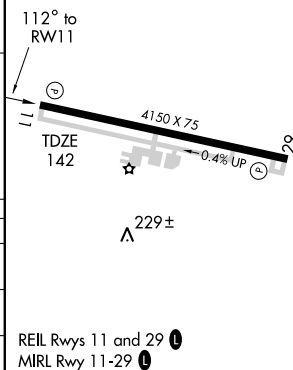
AWOS-3
119.575

PATUXENT APP CON ★
121.0 250.3

UNICOM
123.0 (CTAF) 0



	LEPKE	ONAFE	DUYEV 3.3 NM to RW11	ISOCE	PXT	GOFER
	2000	1800	*1200	113° TRK	046° TRK	
Procedure Turn NA	GS 3.00° TCH 37					
	6 NM	1.7 NM	2.3 NM	1 NM		
CATEGORY	A	B	C	D		
LPV DA	440-1	298 (300-1)		NA		
LNAB MDA	500-1	358 (400-1)		NA		
CIRCLING	660-1	518 (600-1)		NA		



WAAS CH 61313 W29A	APP CRS 292°	Rwy Idg TDZE Apt Elev	4150 137 142
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RNAV (GPS) RWY 29

LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

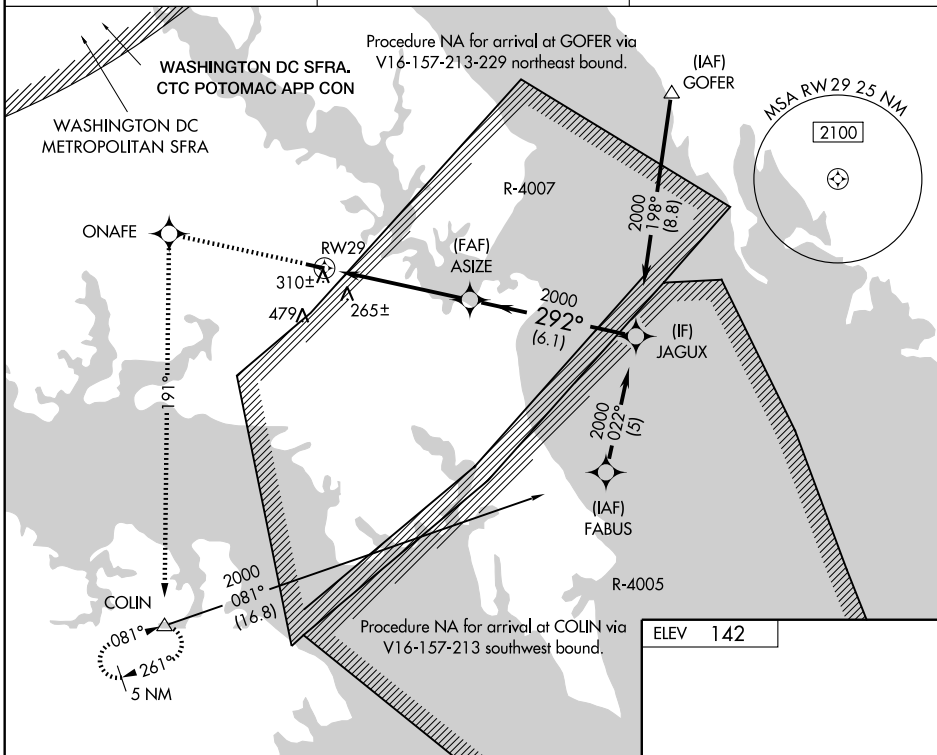
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting note received, use Patuxent River altimeter setting and increase all DA 31 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Patuxent River altimeter setting.

MISSED APPROACH: Climb to 5000 direct ONAFE and left turn via track 191° to COLIN and hold, continue climb-in-hold to 5000.

AWOS-3
119.575

PATUXENT APP CON *
121.0 250.3

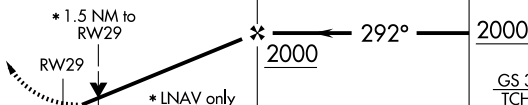
UNICOM
123.0 (CTAF) 0



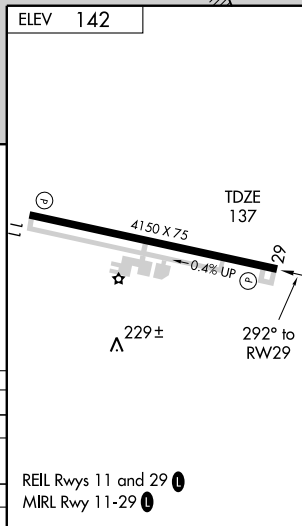
5000 ↑	ONAFE	Trk 191°	COLIN △
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ASIZE

JAGUX



CATEGORY	A	B	C	D
LPV DA	480-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	610-1¾	473 (500-1¾)	NA	
LNAV MDA	620-1	483 (500-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	



LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC-5(-4DT) N38°18.92' W76°33.01'

WASHINGTON

142 B S4 FUEL 100LL, JET A NOTAM FILE DCA

L-29E, 34E, 36I, A

RWY 11-29: H4150X75 (ASPH) S-12.5 MIRL 0.4% up W

IAP

RWY 11: REIL. PAPI(P2L). Trees.

RWY 29: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended 1300-2200Z. Deer on and invof Rwy 11-29 SS-SR. Glider and ultralight activity on and invof arpt. Rwy 29 15' depression (downslope) 300' from thld 150' right-125' left. ACTIVATE MIRL Rwy 11-29; REIL Rwy 11 and 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (301) 373-6514.**COMMUNICATIONS:** CTAF/UNICOM 123.0

PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)

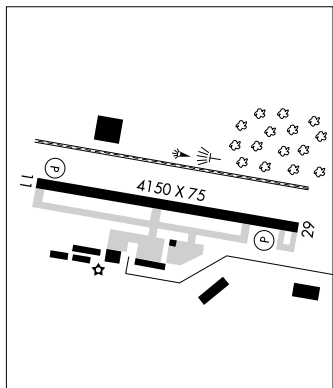
Ⓡ PATUXENT APP/DEP CON 121.0 (Mon-Fri 1200-0400Z, Sat-Sun 1300-2300Z, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 (Mon-Fri 0400-1200Z, Sat-Sun 2300-1300Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27'

W76°24.01' 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC-5(-4DT) N39°17.96' W75°47.96'

WASHINGTON

73 NOTAM FILE DCA

RWY 02-20: 3000X200 (TURF)

RWY 02: Trees. RWY 20: Thld dsplcd 400'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Gliders, hang-gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.

COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

FREEWAY (W00) 2 NW UTC-5(-4DT) N38°56.48' W76°46.34'

WASHINGTON

168 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE DCA

COPTER

RWY 18-36: H2420X40 (ASPH) MIRL 0.7% up N

L-29E, 34F, 36I, A

RWY 18: PAPI(P2R)-GA 6.0° TCH 47'. Trees.

RWY 36: PAPI(P2L)-GA 5.5° TCH 26'. Thld dsplcd 230'.

Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z-dark. Unattended major holidays. -15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgt'd antenna 135' AGL 600' NW AER 18. Standard Instrument App Procedures for Freeway Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA-1000 (832) for acft less than 4000 lbs max gross weight; TPA-1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36-CTAF.

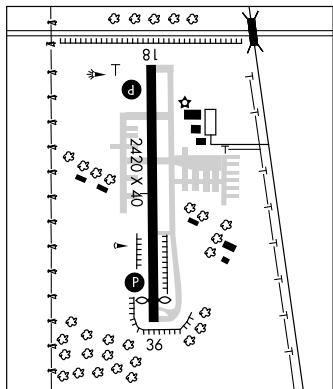
COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ POTOMAC APP/DEP CON 119.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35'

W76°44.69' 005° 14.2 NM to fld. 210/10W. HIWAS.




MONTGOMERY CO AIRPARK (See GAITHERSBURG)

IRONS FOUR ARRIVAL

WASHINGTON, DC

POTOMAC APP CON
119.85 322.3 (DCA ARRIVALS ONLY)
128.35 270.275 (ADW ARRIVALS ONLY)
ANDREWS AFB ATIS
113.1 251.05
WASHINGTON NATIONAL ATIS
132.65

WASHINGTON
111.0 DCA 
Chan 47

RONALD REAGAN
WASHINGTON NATIONAL


P-56
COLLEGE PARK
ANDREWS AFB

FREEWAY

SAMMO
N38°44.66'
W77°03.66'

POTOMAC
AIRFIELD

WASHINGTON EXECUTIVE/
HYDE FIELD

NOTTINGHAM
113.7 OTT 
Chan 84

NOTE: Aircraft use DCA ATIS to
determine the direction
of landing prior to IRONS
INT. (DCA only).


NOTE: PROHIBITED AREA (P-56) 1.5 NM
NORTH OF DCA-AVOID-SURFACE
TO 18,000 MSL.

IRONS
N38°31.87'
W77°06.37'

OJAAY
N38°17.56'
W77°09.38'
**TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION**
(DCA only)
Expect to cross at 10,000 feet
(and expect 250 kts in a North operation).

JIMBE
N38°07.68'
W77°11.44'

EPICS
N37°47.15'
W77°15.82'

HARCUM
108.8 HCM 
Chan 25

FLAT ROCK
113.3 FAK 
Chan 80

RICHMOND
114.1 RIC 
Chan 88
N37°30.14' - W77°19.22'

NOTE: Chart not to scale.

L-34-36, H-10-12

RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018
and DCA R-198 to IRONS INT. Thence. . .

. . . From over IRONS INT:

Ronald Reagan Washington National Airport (DCA only):

LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to
the final approach course.

LANDING NORTH: Expect vectors to final approach course.

All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

APP CRS	Rwy Idg	2420
190°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 18

MITCHELLVILLE / FREEWAY (W00)

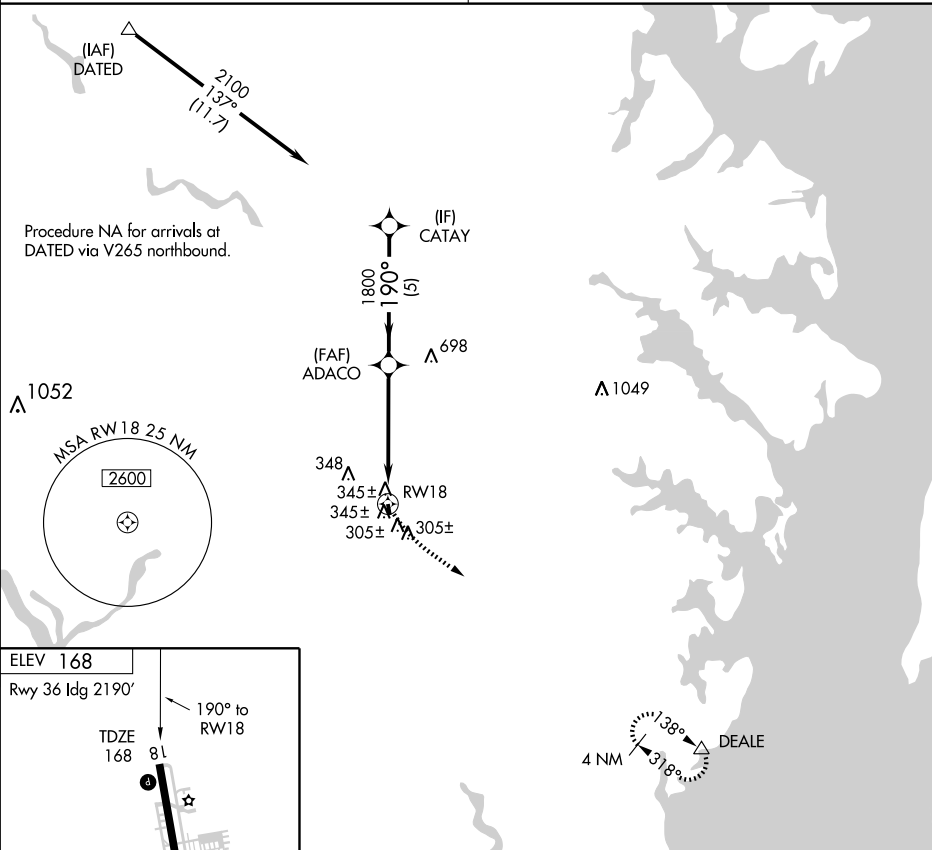
▼ Use Andrews AFB altimeter setting.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Straight-in and Circling minimums NA at night to Rwy 18.

MISSED APPROACH: Climbing left turn
 to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★

119.3 335.5

UNICOM

123.075 (CTAF) 0

ELEV 168

Rwy 36 Idg 2190'

TDZE 168

8L

190° to RW18

2420 X 40

-0.7% Up

▲ 186±

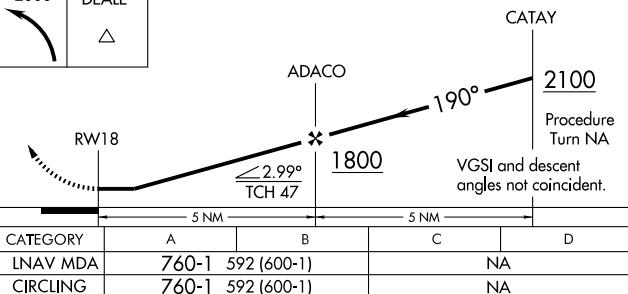
▲ 186±

MIRL Rwy 18-36 0

MITCHELLVILLE, MARYLAND

Orig-A 07018

2000	DEALE
	△



MITCHELLVILLE / FREEWAY (W00)

RNAV (GPS) RWY 18

38°56'N - 76°46'W

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2190
345°	TDZE	168
	Apt Elev	168

RNAV (GPS) RWY 36

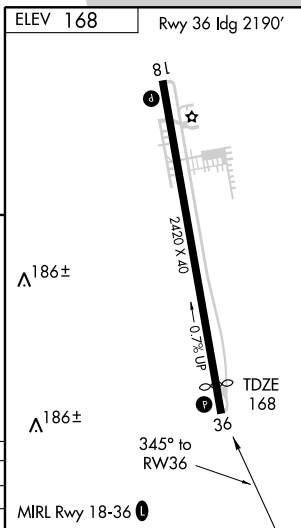
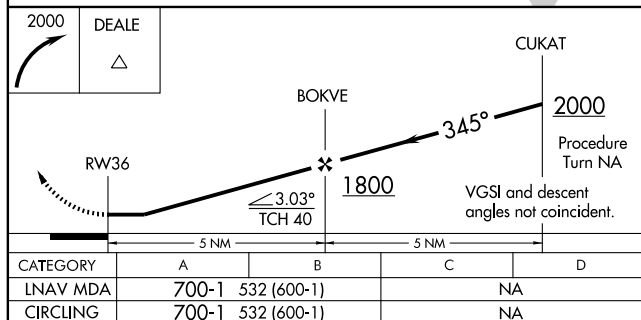
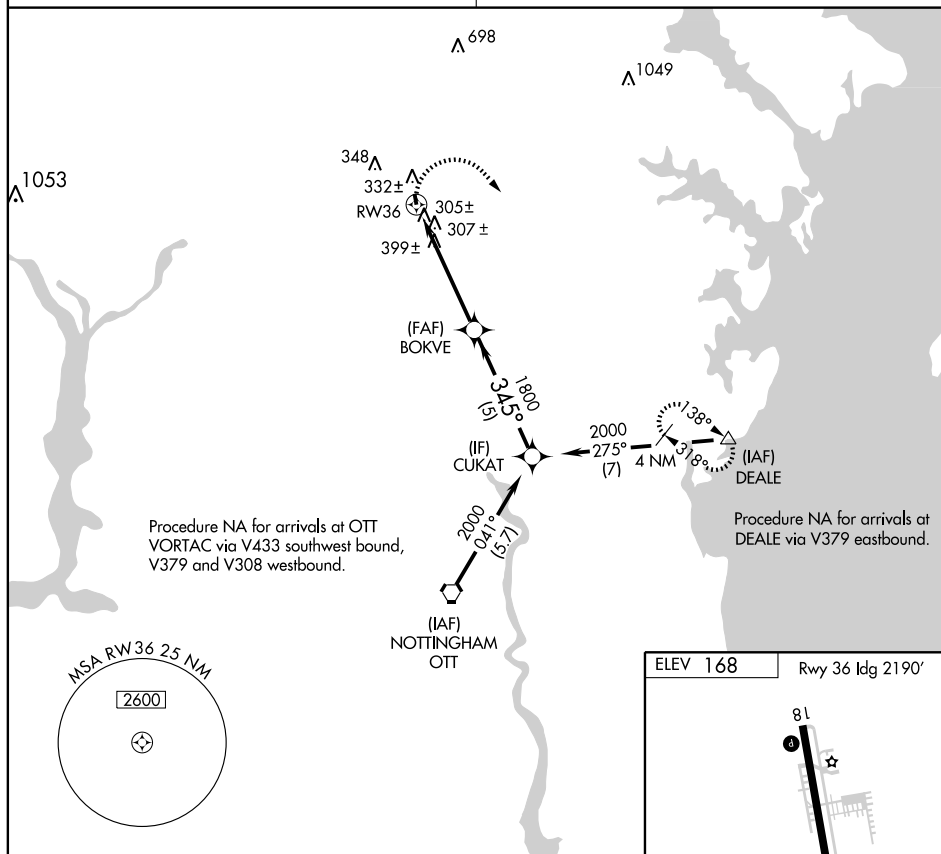
MITCHELLVILLE / FREEWAY (W00)

▼ Use Andrews AFB altimeter setting.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Circling NA at night to Rwy 18.

MISSED APPROACH: Climbing right turn
 to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) 0



NOTTINGHAM N38°42.35' W76°44.69' NOTAM FILE DCA.

(L) **VORTAC** 113.7 OTT Chan 84 328° 8.5 NM to Andrews AFB.

210/10W. **HIWAS**.

VOR portion unusable

072°–234° blo 10000'

072°–138° blo 6000'

139°–234° blo 10000'

DME portion unusable:

260°–030° byd 20 NM blo 3000'

031°–050° byd 20 NM blo 4000'

051°–065° byd 20 NM blo 5000'

VORTAC unusable

087°–143° byd 36 NM

123°–143° byd 20 NM blo 6000'

123°–143° byd 32 NM blo 7000'

144°–180° byd 20 NM blo 5000'

RCO 122.1R 113.7T (LEESBURG RADIO)

WASHINGTON

COPTER

H-10H, 12I, L-29E, 34F, 36I, A

066°–076° byd 20 NM blo 3000' and byd
32 NM blo 5000'

077°–086° byd 20 NM blo 5000'

087°–122° byd 20 NM blo 7000'

181°–259° byd 20 NM blo 2500'

184° byd 40 NM blo 17,500'

184° byd 75 NM blo FL310

OAKLAND

GARRETT CO (2G4) 13 NE UTC–5(–4DT) N39°34.85' W79°20.16'

2933 B S2 **FUEL** 100LL, JET A+ TPA—3733(800) NOTAM FILE EKN

RWY 09–27: H5000X75 (ASP–GRVD) MIRL 1.1% up W

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Trees.

RWY 27: REIL. PAPI(P4R)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1400–2300Z±. Wildlife on and invof arpt.

ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.125 (301) 746–8443.

COMMUNICATIONS: CTAF/UNICOM 123.0

GRANTSVILLE RCO 122.1R 112.3T (ELKINS RADIO)

CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

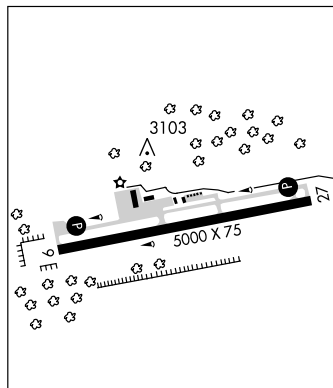
GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10'

W79°03.03' 262° 13.8 NM to fld. 2640/06W.

CINCINNATI

H-10H, 12I, L-29C

IAP



APP CRS
088°

Rwy Idg **5000**
TDZE **2933**
Apt Elev **2933**

RNAV (GPS) RWY 9
OAKLAND / GARRETT COUNTY (2G4)

T Procedure NA at night. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C $\frac{3}{4}$ mile and Circling Cat B $\frac{3}{4}$ mile, Cat C $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA.

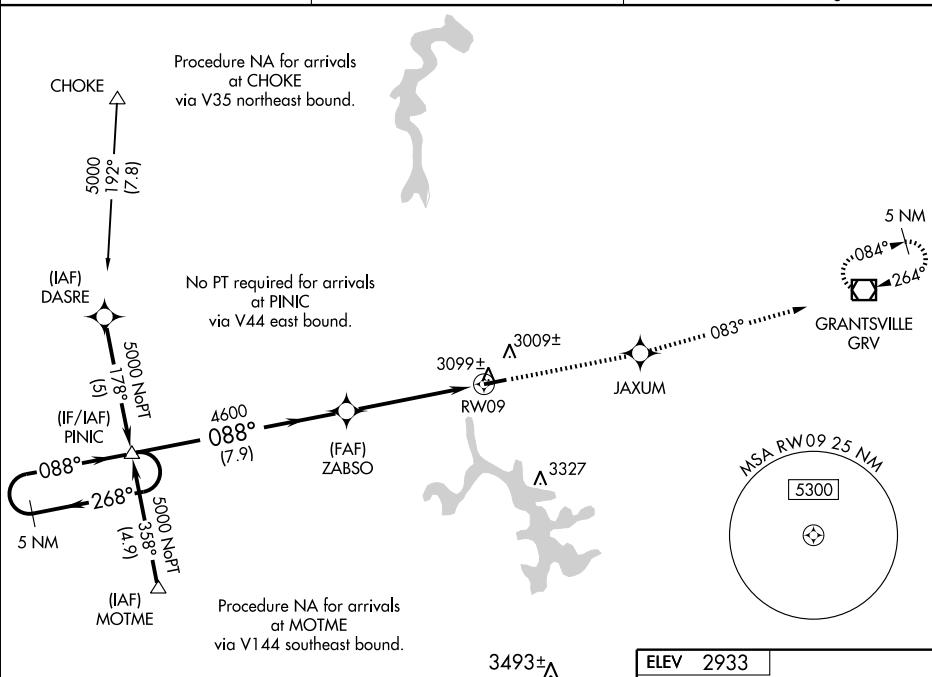
NA

MISSED APPROACH: Climb to 5000 direct JAXUM and via 083° track to GRV VOR/DME and hold.

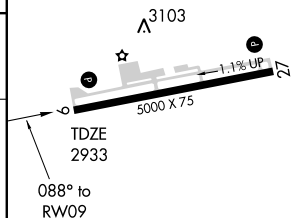
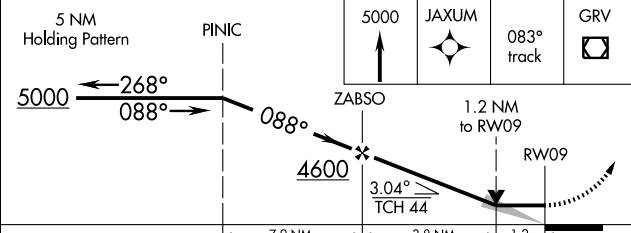
AWOS-3
120.125

CLEVELAND CENTER
124.4 327.1

UNICOM
123.0 (CTAF) 0



ELEV 2933



CATEGORY	A	B	C	D
LNAV MDA	3360-1	427 (500-1)	3360-1 $\frac{1}{4}$ 427 (500-1 $\frac{1}{4}$)	NA
CIRCLING	3400-1	467 (500-1)	3400-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$)	NA

REIL Rwy 9 and 27
MIRL Rwy 9-27 **0**

APP CRS
268°

Rwy Idg **5000**
TDZE **2925**
Apt Elev **2933**

RNAV (GPS) RWY 27

OAKLAND / GARRETT COUNTY (2G4)

T Procedure NA at night. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¾ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting. DME/DME RNP-0.3 NA.

Δ NA

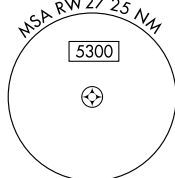
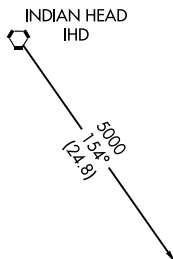
MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3
120.125

CLEVELAND CENTER
124.4 327.1

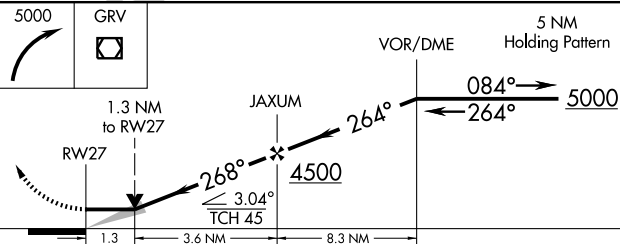
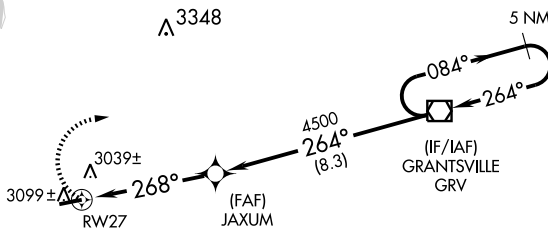
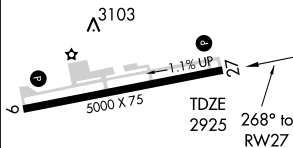
UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals
on IHD VORTAC
airway radials 098 CW 109.



NoPT for arrival on
GRV VOR/DME
airway radials 092 CW 130.

ELEV **2933**



CATEGORY	A	B	C	D
LNAV MDA	3340-1	415 (500-1)	3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

REIL Rws 9 and 27
MIRL Rwy 9-27 **0**

VOR/DME GRV 112.3 Chan 70	APP CRS 264°	Rwy Idg TDZE Apt Elev	5000 2925 2933
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VOR RWY 27

OAKLAND/GARRETT COUNTY (2G4)

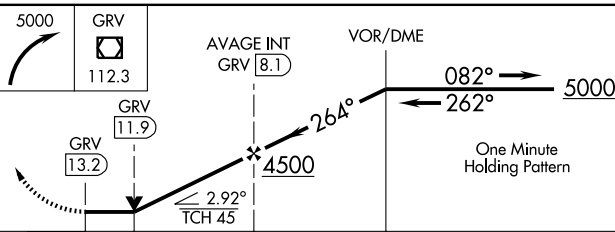
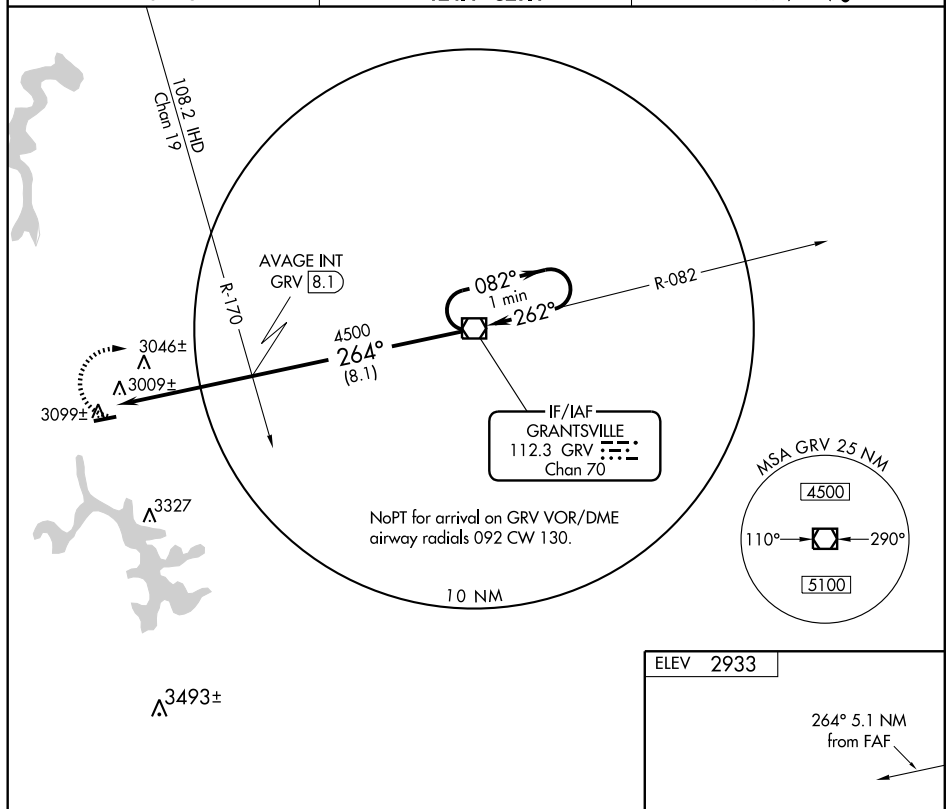
NA When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, S-27 visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3
120.125

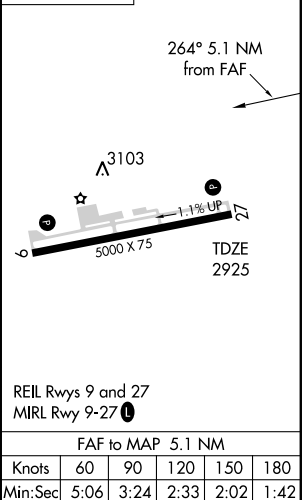
CLEVELAND CENTER
124.4 327.1

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-27	3340-1	415 (500-1)	3340-1½ 415 (500-1½)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

ELEV **2933**



REIL Rwy 9 and 27
MIRL Rwy 9-27 **0**

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

OCEAN CITY MUNI (OXB) 2 SW UTC-5(-4DT) N38°18.63' W75°07.44'

WASHINGTON

11 B S4 **FUEL** 100LL, JET A NOTAM FILE OXB

L-36J, A

RWY 14-32: H4072X75 (ASPH-CONC) S-20 MIRL

IAP

RWY 14: VASI(V4L)—GA 3.0° TCH 34'. Trees.

RWY 32: VASI(V4L)—GA 3.0° TCH 27'.

RWY 02-20: H3201X75 (ASPH-CONC) MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 20: PAPI(P2L)—GA 4.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Oct-Apr 1300-2200Z†, May-Sept 1300-2300Z†. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Deer and birds on and in/ovf arpt. Ultralight ops on and in/ovf arpt. Trucks and vehicles crossing twy, north of hold block Rwy 02. ACTIVATE MIRL Rwy 14-32 and Rwy 02-20—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (410) 213-1530.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

CLNC DEL 121.75

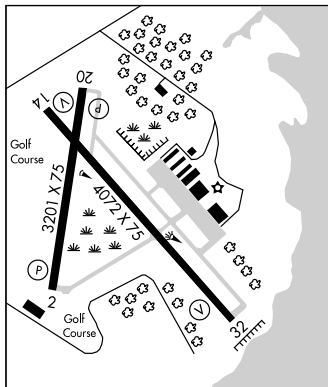
WASHINGTON CENTER APP/DEP CON 132.55 (Mon-Fri 0400-1200Z†, Sat-Sun 2300-1300Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) VORTAC 111.2 SBY Chan 49 N38°20.70' W75°30.64' 108° 18.4 NM to fld. 50/12W.

LANDY NDB (MHW/LOM) 407 OX N38°21.76' W75°11.87' 144° 4.7 NM to fld. Unmonitored. NOTAM FILE OXB.

ILS 109.15 I-OXB Rwy 14. LOM LANDY NDB (LOC only).



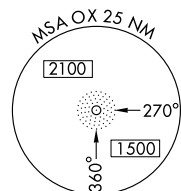
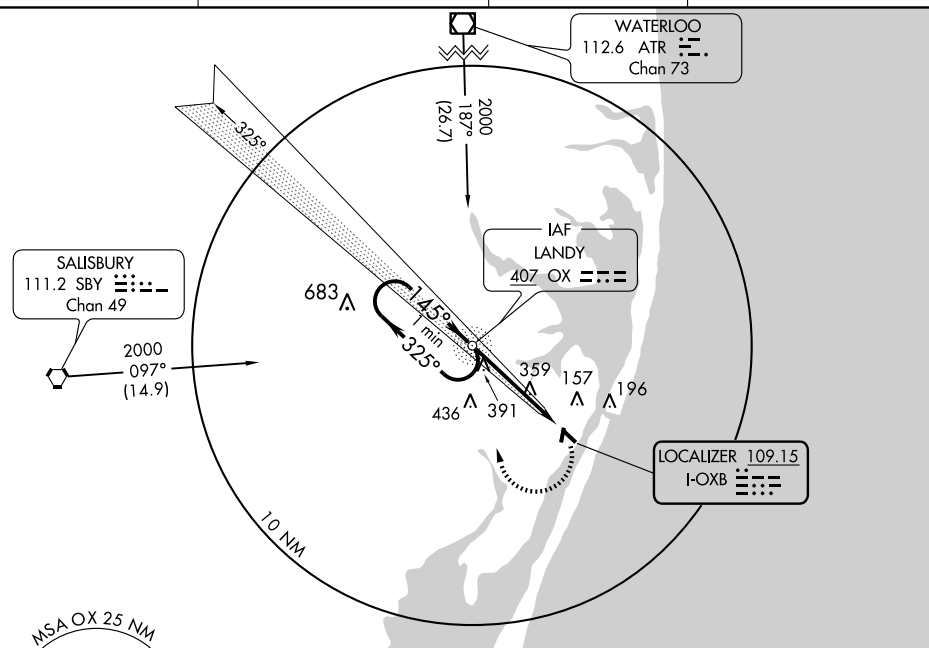
LOC I-OXB	APP CRS	Rwy Idg	4072
109.15	145°	TDZE	11
		Apt Elev	11



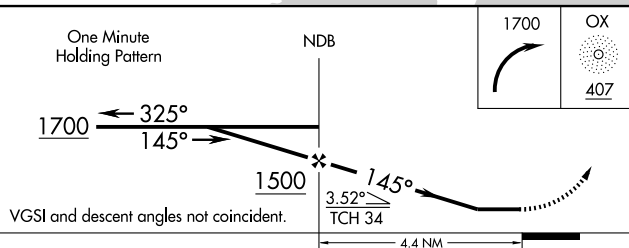
NA

MISSED APPROACH: Climbing right turn
to 1700 direct OX NDB and hold.

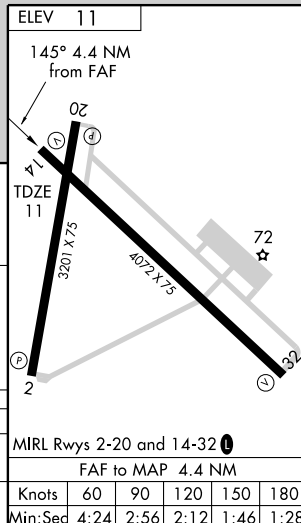
ASOS 119.025	PATUXENT APP CON ★ 127.95 314.0	CLNC DEL 121.75	UNICOM 123.05 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-14	700-1 689 (700-1)	700-2 689 (700-2)	700-2 689 (700-2)	700-2 689 (700-2)
CIRCLING	700-1 689 (700-1)	700-2 689 (700-2)	700-2 689 (700-2)	700-2 689 (700-2)



MIRL Rwy 2-20 and 14-32 0

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 2

OCEAN CITY MUNI (OXB)

APP CRS

032°

Rwy Idg

TDZE

Apt Elev

3201

11

11



If local altimeter setting not received, use Salisbury
altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Procedure NA at night.



MISSED APPROACH: Climbing left turn to 2000
direct CIRAN and hold.

ASOS

119.025

PATUXENT APP CON *

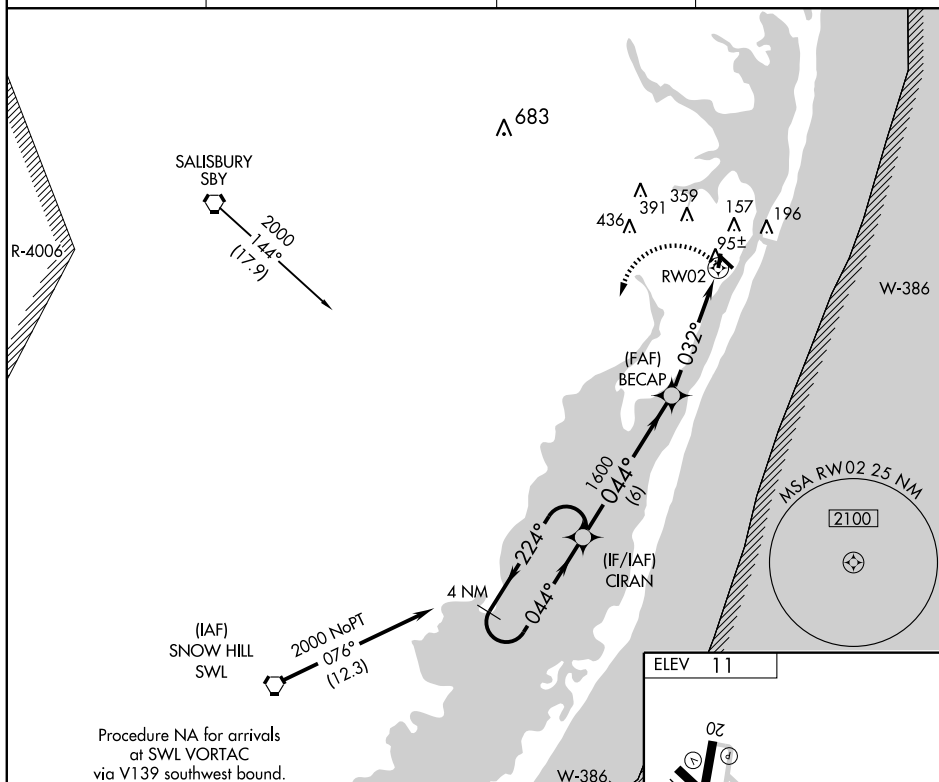
127.95 314.0

CLNC DEL

121.75

UNICOM

123.05 (CTAF) 0



ELEV 11

3201 X 75

4072 X 75

TDZE 11

032° to RWY 02

MIRL Rwy 2-20 and 14-32 0

4 NM
Holding Pattern

CIRAN

2000

224°

044°

044°

BECAP

1600

032°

3.00°

TCH 40



2000

CIRAN

1.2 NM to RWY 02

RWY 02

CATEGORY	A	B	C	D
LNNAV MDA	420 - 1	409 (500-1)	420 - 1 1/4 409 (500-1 1/4)	NA
CIRCLING	480 - 1	469 (500-1)	660 - 1 1/4 649 (700-1 1/4)	NA

MIRL Rwy 2-20 and 14-32 0

RNAV (GPS) RWY 14

OCEAN CITY MUNI (OXB)

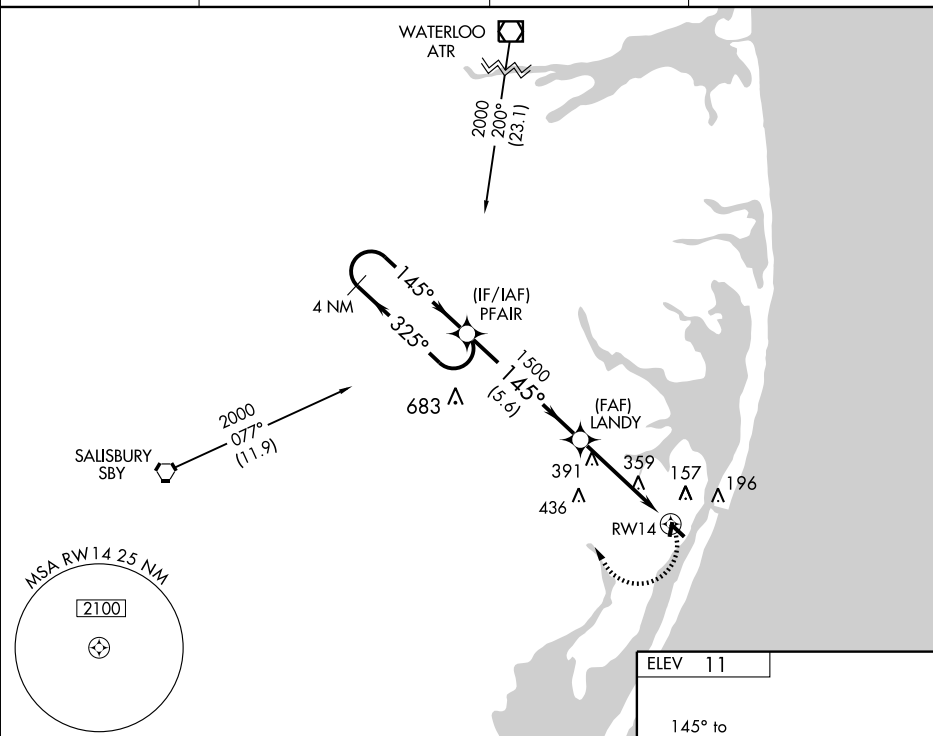
APP CRS 145°	Rwy Idg 4072 TDZE 11 Apt Elev 11
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NA

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.MISSED APPROACH: Climbing right turn to 2000
via 325° course to PFAIR and hold.

ASOS 119.025	PATUXENT APP CON ★ 127.95 314.0	CLNC DEL 121.75	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		PFAIR	LANDY	RWY 14
2000 ← 325°		145° →	145°	1500
5.6 NM		4.4 NM	3.09° TCH 34	
CATEGORY	A	B	C	D
LPV DA	NA			
RNAV/VNAV DA	NA			
RNAV MDA	700-1	689 (700-1)	700-2 689 (700-2)	700-2 1/4 689 (700-2 1/4)
CIRCLING	700-1	689 (700-1)	700-2 689 (700-2)	720-2 1/4 709 (800-2 1/4)

ELEV 11

145° to RWY 14

02

TDZE 11

3201 X 75

4072 X 75

72

52

MIRL Rwy 2-20 and 14-32 0

WAAS CH 40413 W32A	APP CRS 325°	Rwy Idg TDZE Apt Elev	4072 11 11
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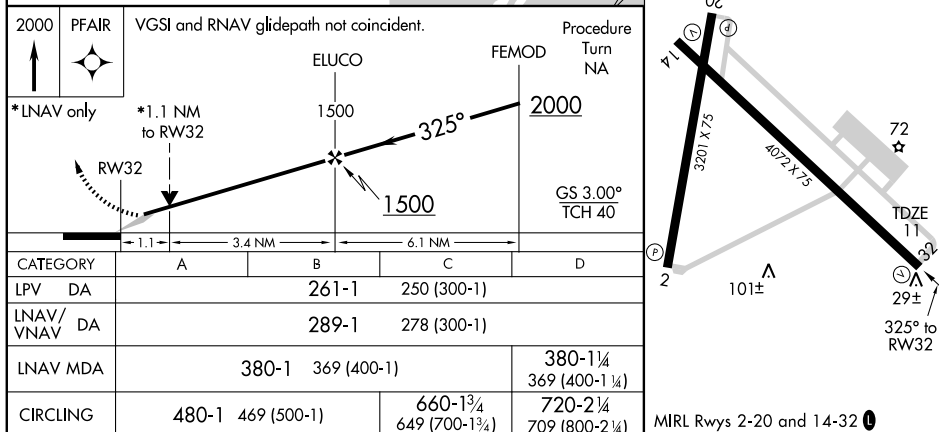
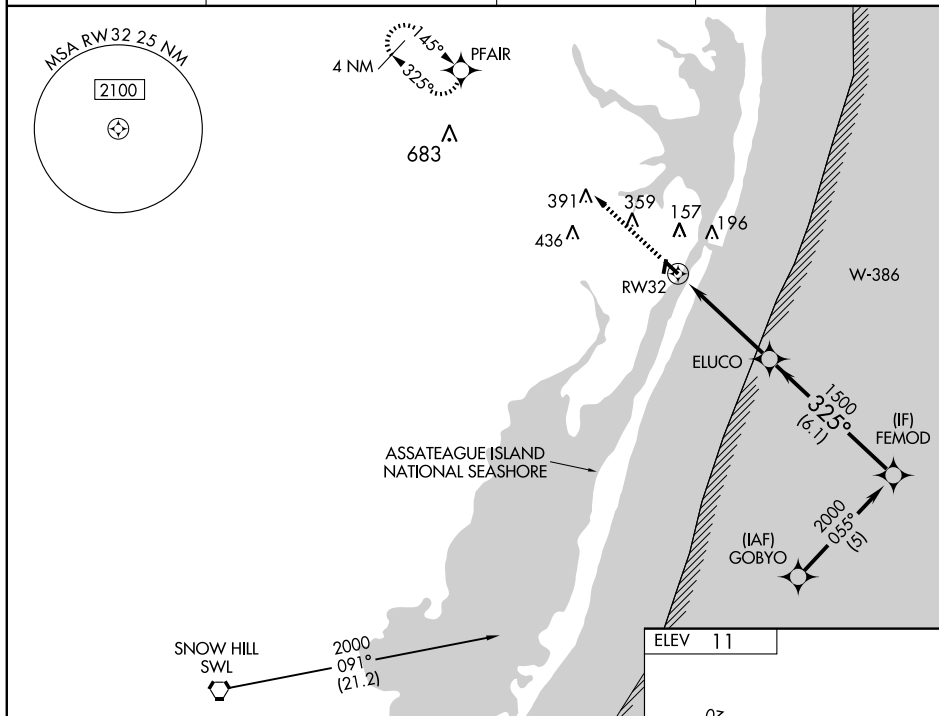
RNAV (GPS) RWY 32

OCEAN CITY MUNI (OXB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 ▲ DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH:
Climb to 2000 direct
PFAIR and hold.

ASOS 119.025	PATUXENT APP CON ★ 127.95 314.0	CLNC DEL 121.75	UNICOM 123.05 (CTAF) 0
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NE-3, 21 OCT 2010 to 18 NOV 2010

OCEAN CITY, MARYLAND

AL-5284 (FAA)

VORTAC SBY

111.2

Chan 49

APP CRS

108°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

11

VOR-A

OCEAN CITY MUNI (OXB)

▼

▲

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 via SBY R-094 to CBEAV Int/11.7 DME and hold.

ASOS 119,025	PATUXENT APP CON * 127.95 314.0	CLNC DEL 121.75	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	860-1 849 (900-1)	860-1½ 849 (900-1½)	860-2½ 849 (900-2½)	860-2¾ 849 (900-2¾)	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

OCEAN CITY, MARYLAND

38°19'N - 75°07'W

OCEAN CITY MUNI (OXB)

Amdt 3 10098

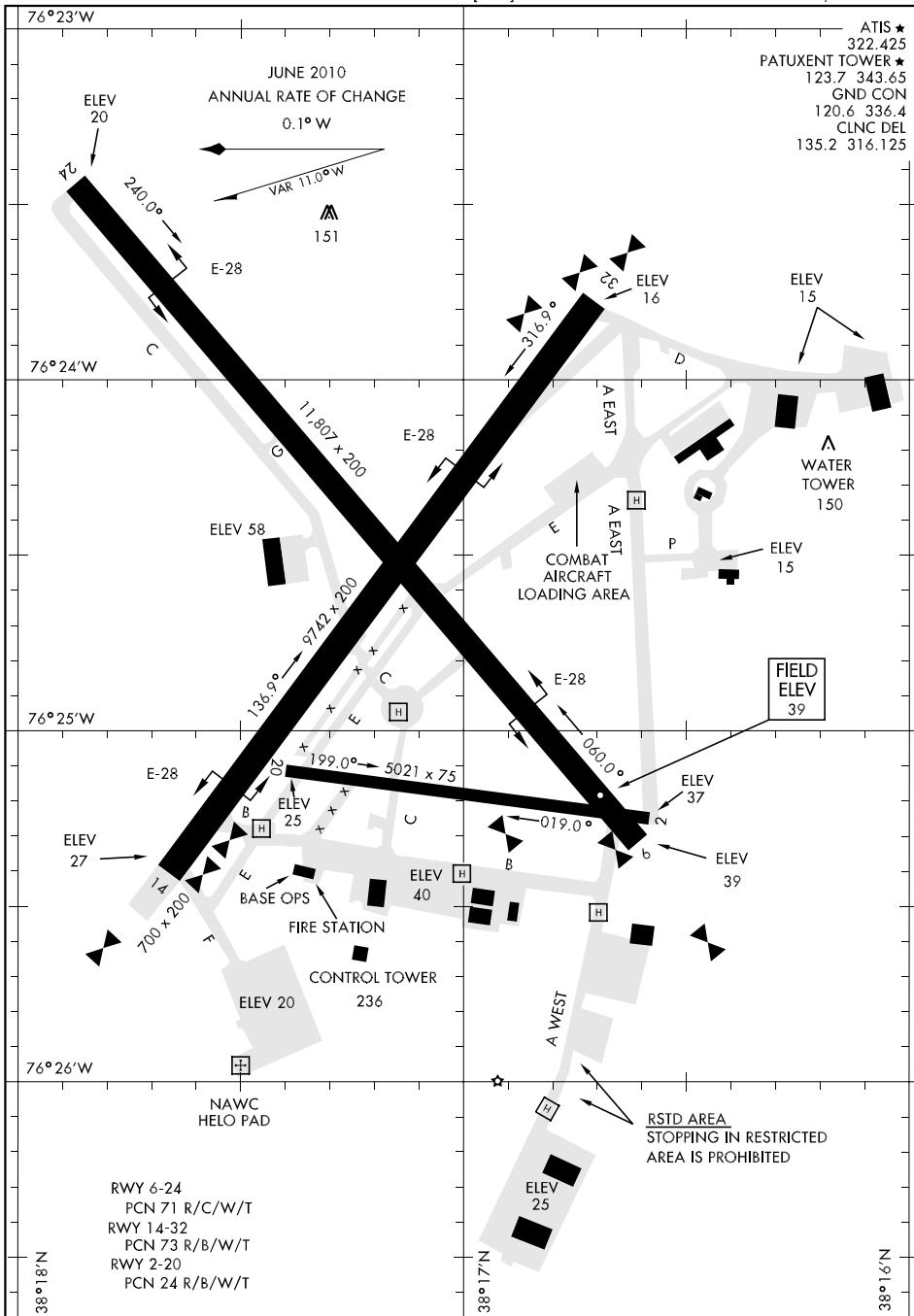
VOR-A

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-314 [USN]

PATUXENT RIVER, MARYLAND



AIRPORT DIAGRAM

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N O N UTC-5(-4DT)

WASHINGTON

N38°17.16' W76°24.71'

H-101, 121, L-34E, 361, A

39 B TPA—See Remarks NOTAM FILE DCA Not insp.

DIAP, AD

RWY 06-24: H11807X200 (ASPH) PCN 71 R/C/W/T HIRL CL

RWY 06: ALSF1. OLS. RWY 24: OLS.

RWY 14-32: H9742X200 (ASPH) PCN 73 R/B/W/T HIRL

RWY 14: OLS. RWY 32: OLS.

RWY 02-20: H5021X75 (ASPH) PCN 24 R/B/W/T

ARRESTING GEAR/SYSTEMS

RWY 06 HOOK E28(B) (2180')

HOOK E28(B) (1509') RWY 24

RWY 14 HOOK E28(B) (1280')

HOOK E28(B) (3061') RWY 32

MILITARY SERVICE: L-AOE JASU (NCPP-105), (NC-8A), (NC-10C) FUEL 100LL, J8 J5 FLUID SP LHOX LOX

OIL O-128-133-148-156(Mil) TRAN ALERT Avbl Mon-Fri 1200-2300Z† except holidays. Limited J8 tran fuel avbl.

MILITARY REMARKS: Opr Class D svc Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays. OT by NOTAM.

See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR—no NOTAM terminal facilities avbl. DSN 342-3836, C301-342-3836. Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops.

Limited ramp space, and limited tran service avbl expect delays. CAUTION Stopping in restricted area on Twy A, W twy is prohibited. Portions of rwy, twy and acft ramps not visible from twr. First 1630' Rwy 32 may be clsd daylight

hours Mon-Sat during VFR. Buildings and equipment located near the AER 32. Deer and bird hazard. TFC PAT TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced

rwy separation standard in effect for local based USN/USMC acft. NS ABTMT Military acft maintain at least 1500' between 3 NM and 10 NM from 210° clockwise to 240°. No practice apch heavy acft Sat before 1500Z†, Sun

before 1700Z†. Tran acft practice apch not to interfere basis. CSTMS/AG/IMG CSTMS/AG avbl 24 hr with 24 hr prior notice. IMG avbl 24 hr with 72 hr prior notice. Ctc AODO at DSN 342-3836, C301-342-3836. MISC

Meteorological obsn and PMSV monitoring are not avbl 0400-1030Z† daily. For forecast ctc NAFC at DSN 565-4555, C888-745-6899. Class D service not avbl outside of published opr hrs.

COMMUNICATIONS: SFA ATIS 322.425

RCO 117.6T 122.1R (LEESBURG RADIO)

Ⓡ APP/DEP CON 120.05 281.8 (165°-055° abv 3000') 121.0 250.3 (165°-055° 3000' and blo) 127.95 314.0 (056°-164°) (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays)

Ⓡ WASHINGTON CENTER APP/DEP CON 133.9 281.4 (Mon-Fri 0400-1200Z†, Sat-Sun 1300-2300Z†, OT by NOTAM).

TOWER 123.7 343.65 340.2X (Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†, clsd holidays. OT by NOTAM). GND CON 120.6 336.4 CLNC DEL 135.2 316.125 PMSV METRO 356.2

BASE OPS 302.55

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC 117.6 PXT Chan 123 N38°17.27' W76°24.01' at fld. 20/10W.

VOR portion unusable:

023° byd 10 NM blo 2,500'

240°-347° blo 2,000'

024°-174° byd 11 NM blo 2,500'

288°-298° byd 11 NM blo 2,500'

175°-239° byd 10 NM blo 5,000'

348°-022° byd 11 NM blo 2,500'

TACAN azimuth unusable:

150°-155° byd 25 NM blo 2,500'

155°-237° byd 11 NM blo 2,500'

NDB (MHW) 400 NHK N38°17.16' W76°24.19' at fld. Unusable byd 10 NM. No NOTAM MP Wed 1300-1700Z†.

ASR/PAR Mon-Fri 1200-0400Z†, Sat-Sun 1300-2300Z†

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

VORTAC PXT
117.6
Chan 123

APCH CRS
065°

Rwy ldg 11,807
TDZE 39
Arpt Elev 39

JAL-314 [USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

▼ * When ALS inop, increase vis CAT C to 1¼ miles,
CAT D to 1½ miles, CAT E to 1¾.

ALSF-1



MISSED APPROACH: Climb to 2500 direct PXT VORTAC,
then via PXT R-050 to SPRIG and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

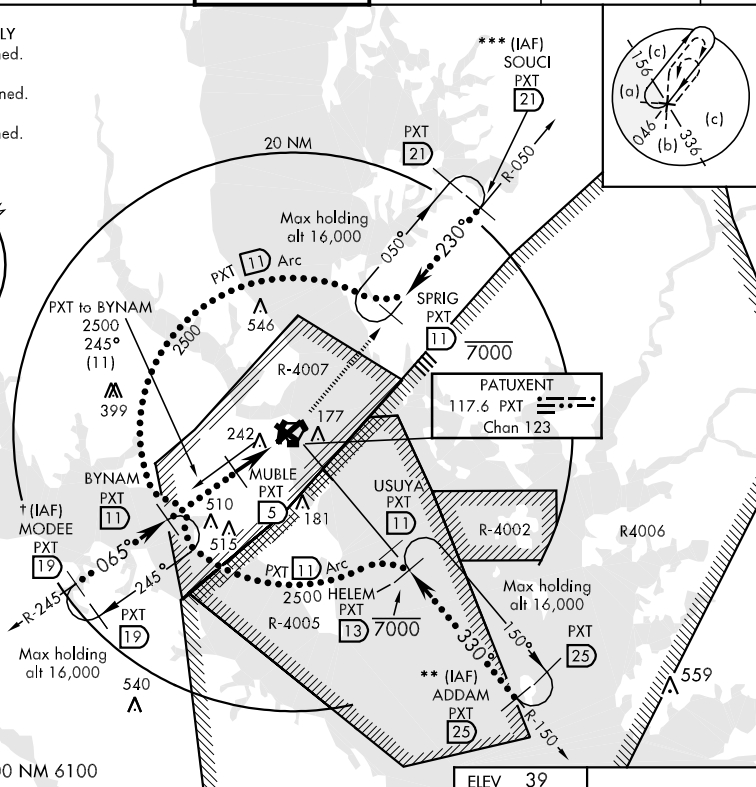
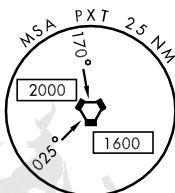
CLNC DEL
135.2 316.125

ASR/
PAR

** For LOCAL USE ONLY
15,000 or as assigned.

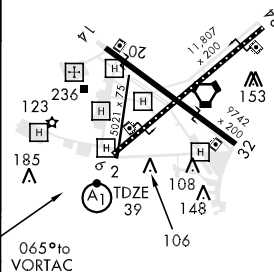
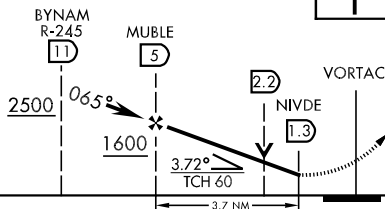
*** 12,000 or as assigned.

† 10,000 or as assigned.



EMERG SAFE ALT 100 NM 6100

ELEV 39



CATEGORY	C	D	E
S-6 *	500-¾ 461 (500-¾)	500-1 461 (500-1)	500-1¼ 461 (500-1¼)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

HIRL all Rwys

VORTAC PXT
117.6
Chan 123

APCH CRS
127°

Rwy Idg 9472
TDZE 27
Arpt Elev 39

JAL-314 [USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



MISSED APPROACH: Climbing left turn to 2500, intercept the PXT R-050 to SPRIG and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

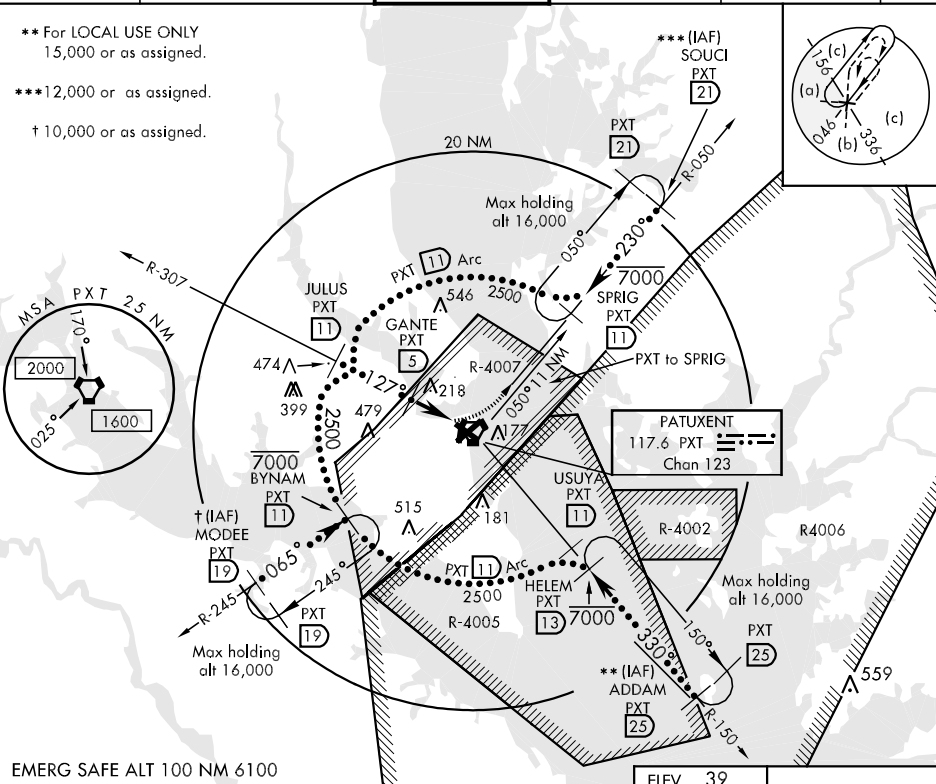
CLNC DEL
135.2 316.125

ASR/
PAR

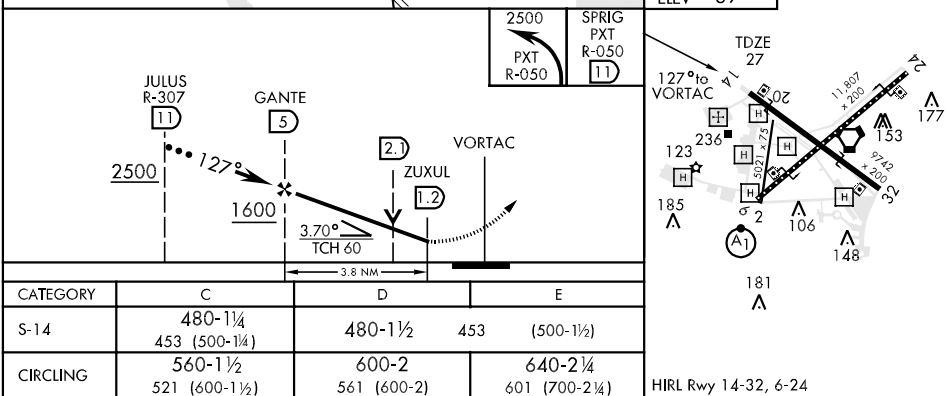
** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.



EMERG SAFE ALT 100 NM 6100



VORTAC PXT
117.6
Chan 123

APCH CRS
230°

Rwy ldg 11,807
TDZE 20
Arpt Elev 39

JAL-314 [USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



MISSED APPROACH: Climbing right turn to 2500, intercept PXT R-050 to SPRIG and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

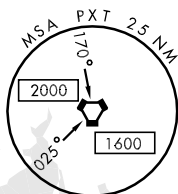
CLNC DEL
135.2 316.125

ASR/
PAR

** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.



PATUXENT
117.6 PXT
Chan 123

BYNAM
PXT
11
7000
+ (IAF)
MODEE
PXT
19
R-245
Max holding
alt 16,000

FEKET
5
230
2500
A 546
A 218
R-4007
515
A 181
R-4005
7000
R-4002
R-4006
Max holding
alt 16,000

USUYA
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

HELEM
PXT
13
7000
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

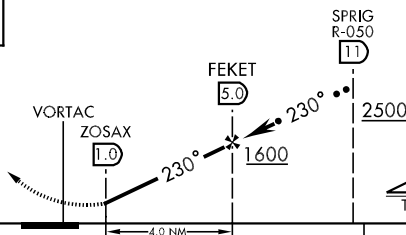
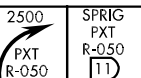
SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

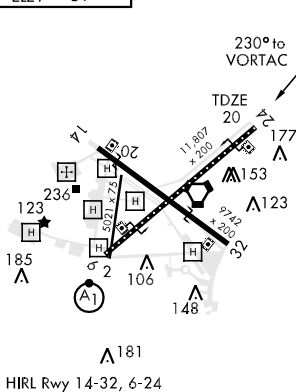
SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

SPRIG
PXT
11
2500
PXT to SPRIG
PXT 11
A 375
A 250
R-150
PXT 25
ADDAM
PXT
25
R-150
Max holding
alt 16,000

EMERG SAFE ALT 100 NM 6100



ELEV 39



CATEGORY	C	D	E
S-24	440-1½ 420 (500-1½)	440-1½ 420 (500-1½)	440-1½ 420 (500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2½ 601 (700-2½)

VORTAC PXT
117.6
Chan 123

APCH CRS
330°

Rwy ldg 9742
TDZE 18
Arpt Elev 39

JAL-314 [USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



MISSED APPROACH: Climb to 500, then climbing right turn to 2500, intercept PXT R-150 to HELEM and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

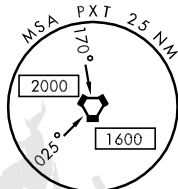
CLNC DEL
135.2 316.125

ASR/
PAR

** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.

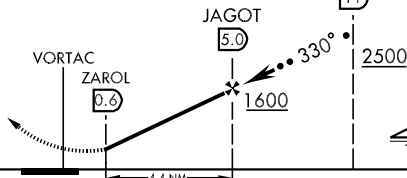
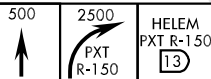


PATUXENT
117.6 PXT
Chan 123

† (IAF)
MODEE
PXT
19

Max holding
alt 16,000

EMERG SAFE ALT 100 NM 6100



CATEGORY	C	D	E
S-32	400-1 382 (400-1)	400-1½ 382 (400-1½)	
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2½ 601 (700-2½)

PATUXENT RIVER, MARYLAND

38°17'N-76°25'W

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 10126

NDB NHK <u>400</u>	APCH CRS 066°	Rwy Ldg 11,807 TDZE 39 Arpt Elev 39
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AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

T * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

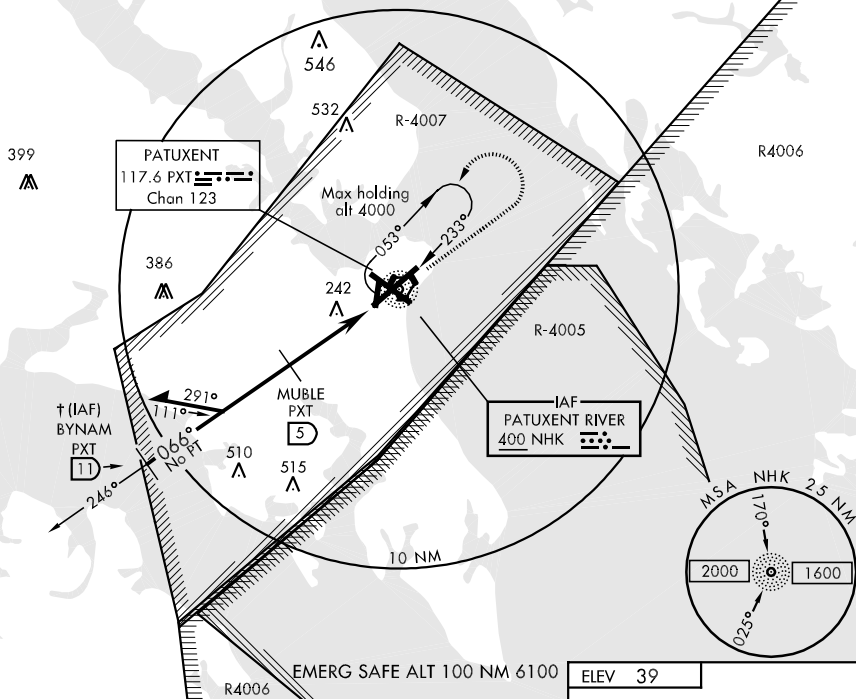


MISSED APPROACH: Climb to 1500 via NHK 066° bearing, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS ★ 322.425	PATUXENT APP/DEP CON 121.0 250.3	PATUXENT TOWER ★ 123.7 343.65	GND CON 120.6 336.4	CLNC DEL 135.2 316.125	ASR/PAR
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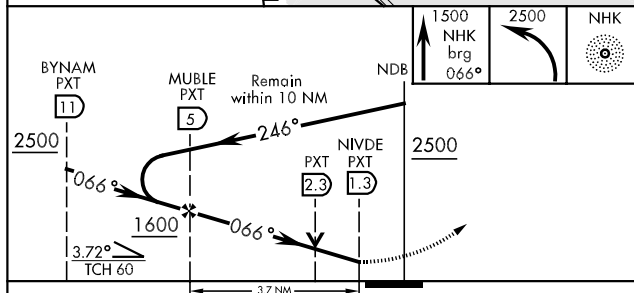
†RADAR REQUIRED

to use (IAF) BYNAM.

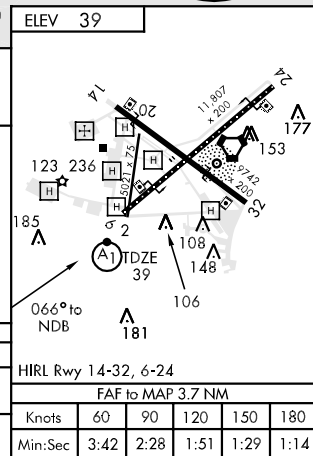


EMERG SAFE ALT 100 NM 6100

FIFV 39



CATEGORY	A	B	C	D
S-6 *	560-½	521 (600-½)	560-1 521 (600-1)	560-1¼ 521 (600-1¼)
CIRCLING	560-1	521 (600-1)	560-1½ 521 (600-½)	600-2 561 (600-2)



PATUXENT RIVER, MARYLAND

38° 17' N-76° 25' W

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 10126

NDB/DME RWY 6

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	11,807
059°	TDZE	39
	Arpt Elev	39

AL-314 [USN]

PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

T * When ALS inop, increase vis CAT AB to 1 mile,
CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct SPRIG and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

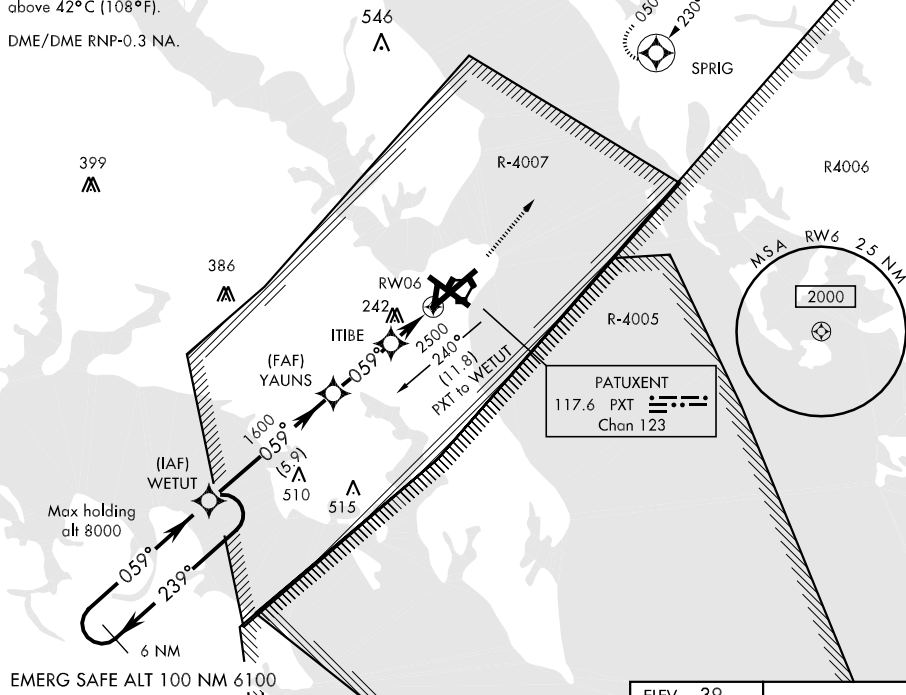
GND CON
120.6 336.4

CLNC DEL
135.2 316.1

ASR/PAR

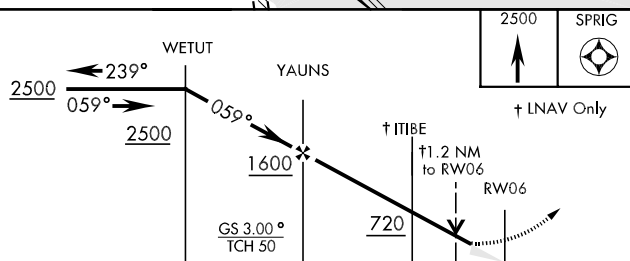
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 6100

ELEV 39



CATEGORY	2.0 NM			
	A	B	C	D
LNAV MDA*	460-½	421 (500-½)	460-¾ 421 (500-¾)	460-1 421 (500-1)
LNAV/ ** VNAV DA	540-1¼ 501 (600-1¼)			
CIRCLING	540-1¾ 501 (600-1¾)	560-1¾ 521 (600-1¾)	600-2 561 (600-2)	

HIRL Rwy 14-32, 6-24

PATUXENT RIVER, MARYLAND

38°17'N-76°25'W PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

Amdt 3 10126

RNAV (GPS) RWY 6

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

APCH CRS **136°**
 Rwy Idg **9742**
 TDZE **27**
 Arpt Elev **39**

AL-314 [USN]

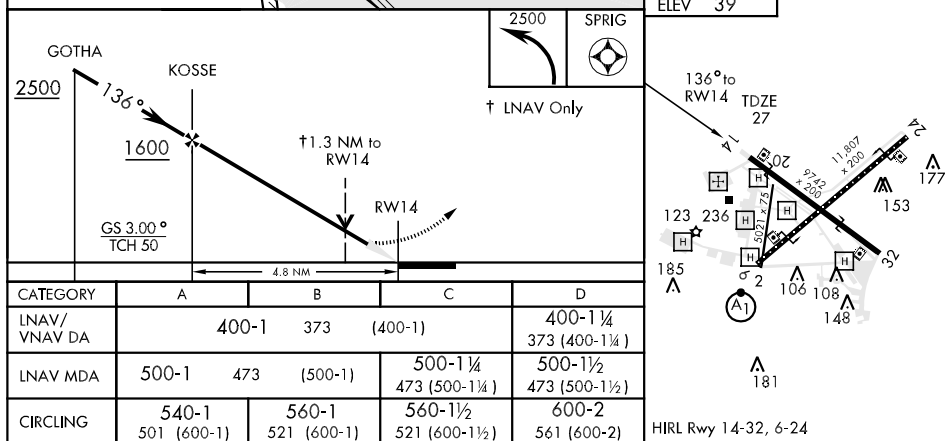
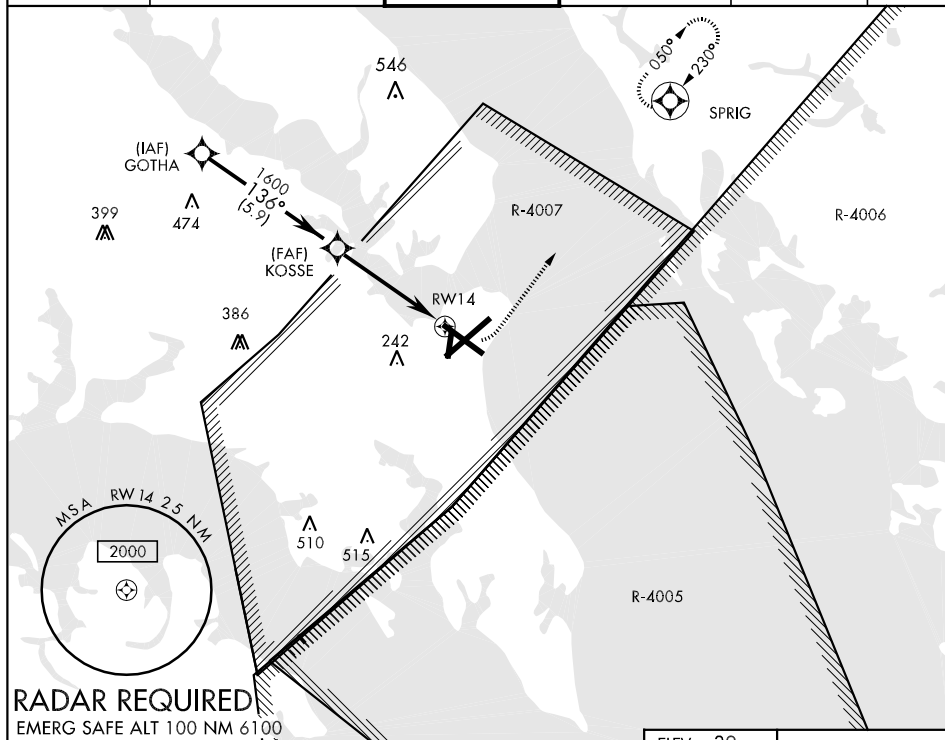
PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)



For uncompensated BARO VNAV systems, LNAV/VNAV NA
 below -15°C (5°F) or above 42°C (108°F).
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct
 SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



APCH CRS
239°

Rwy Idg **11,807**
TDZE **20**
Arpt Elev **39**

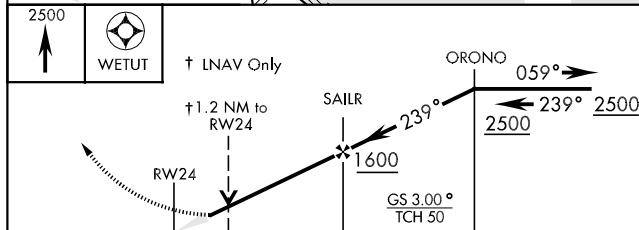
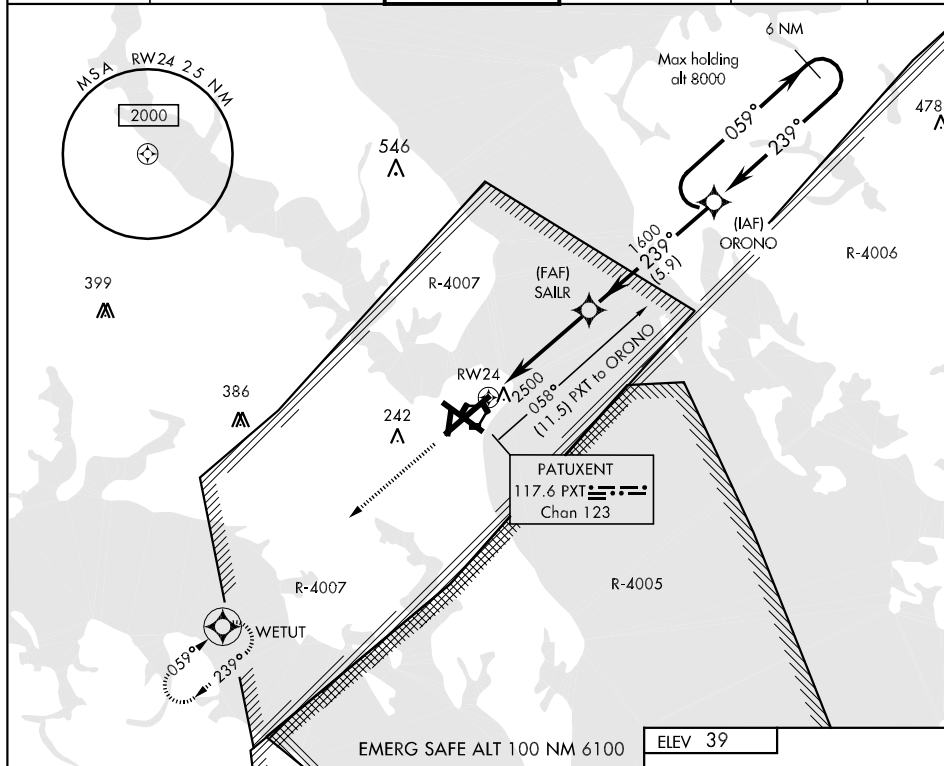
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



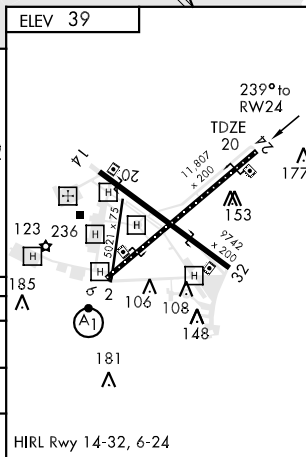
For uncompensated BARO VNAV systems, LNAV/VNAV NA
below -15°C (5°F) or above 42°C (108°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



CATEGORY	A	B	C	D
LNAV/VNAV DA	340-1	320 (400-1)		340-1¼ 320 (400-1¼)
LNAV MDA	440-1	420 (500-1)	440-1¼	420 (500-1¼)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)



APCH CRS 316°	Rwy Idg 9742 TDZE 18 Arpt Elev 39
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AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

T DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SPRIG and hold.

ATIS ★
322.425

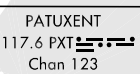
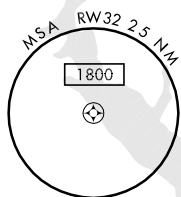
PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER★
123.7 343.65

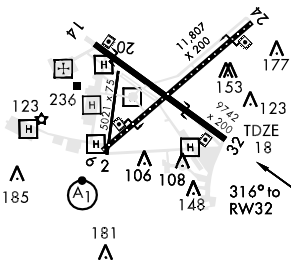
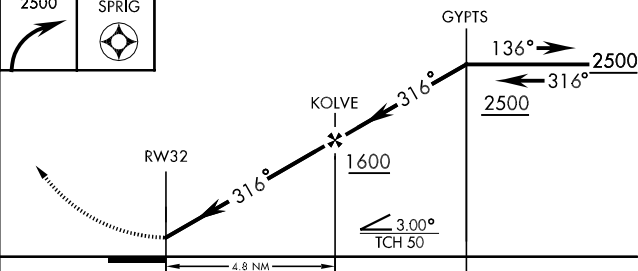
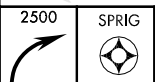
GND CON
120.6 336.4

CLNC DEL
135.2 316.125

ASR/PAR



ELEV 39



CATEGORY	A	B	C	D
LNAV MDA	420-1 402 (400-1)		420-1¼ 402 (400-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

PATUXENT RIVER, MARYLAND

38° 17' N-76° 25' W PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 4 10266

RNAV (GPS) Y RWY 32

NE-3, 21 OCT 2010 to 18 NOV 2010

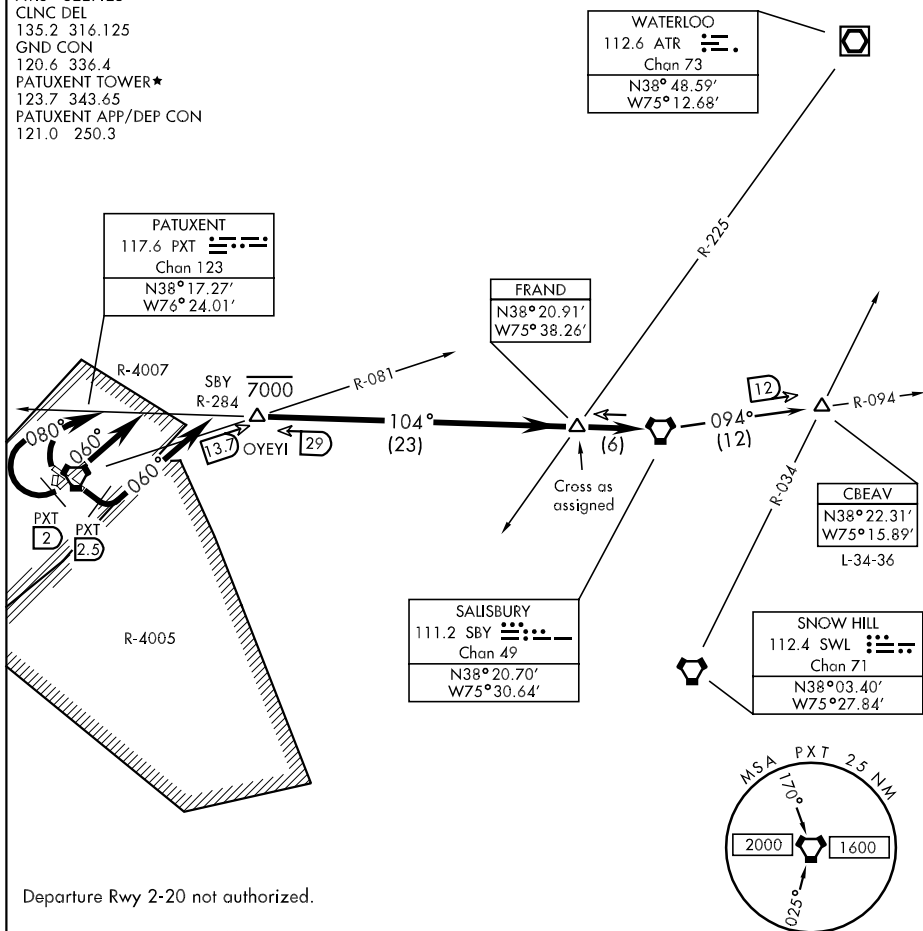
NE-3. 21 OCT 2010 to 18 NOV 2010

SALISBURY-FOUR DEPARTURE (SBY4.SBY)

PATUXENT RIVER, MARYLAND

ATIS ★ 322.425
 CLNC DEL
 135.2 316.125
 GND CON
 120.6 336.4
 PATUXENT TOWER ★
 123.7 343.65
 PATUXENT APP/DEP CON
 121.0 250.3

SHL-314 [USN]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 via heading 060°, then...

TAKE-OFF RWY 14: Climbing left turn to 6000 via heading 060° within PXT VORTAC 2.5 DME, then...

TAKE-OFF RWY 24: Climb on heading 240° to PXT 2 DME, then climbing right turn to 6000 via heading 080°, then...

TAKE-OFF RWY 32: Climbing right turn to 6000 via heading 080°, then...

Intercept SBY VORTAC R-284, then via SBY R-284 to SBY. Cross FRAND as assigned. Then via assigned route or transition..

CBEAV TRANSITION (SBY4.CBEAV): Via SBY R-094 to CBEAV.

SALISBURY-FOUR DEPARTURE (SBY4.SBY)

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

ATIS ★322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
PATUXENT TOWER★
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

SHL-314 [USN]

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'
W76°44.69'

Rwy	Knots	60	120	180	240	300	360
②	V/V(fpm)	600	1200	1800	2400	3000	3600

ATC Climb Rate to 15,000.

② EDDYS trns only

Departure Rwy 2-20 not authorized.

Minimum filing alt 10,000'.

CASANOVA
116.3 CSN
Chan 110
N38°38.47'
W77°51.93'

L-29-34-36, H-10

PATUXENT
117.6 PXT
Chan 123
N38°17.27'
W76°24.01'

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81'
W78°09.18'

L-36, H-10

HOPEWELL
112.0 HPW
Chan 57
N37°19.73'
W77°06.96'

L-34-36, H-10-12

HARCUM
108.8 HCM
Chan 25
N37°26.92'
W76°42.68'

L-34-36, H-10-12

SWABY
N37°52.88'
W76°31.12'

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85'
W75°59.86'

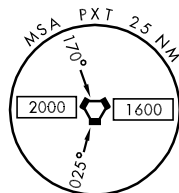
NORFOLK
116.9 ORF
Chan 116
N36°53.52'
W76°12.02'

ATC BRIEF
REQUIRED
135.2 384.4

TACAN REQUIRED

EMERG SAFE ALT 100 NM 6100

Chart not to scale



SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb to 3000 via heading 060 °, at PXT VORTAC 3 DME turn left direct PXT, thence. . .

TAKE-OFF RWY 14: Climbing right turn to 3000 via heading 250° within PXT 2.5 DME, intercept PXT R-223, thence. . .

TAKE-OFF RWY 24: Climbing left turn to 3000 via heading 210 °, intercept PXT R-223, thence. . .

TAKE-OFF RWY 32: Climbing left turn to 3000 via heading 180 °, intercept PXT R-223, thence. . .

Via R-223 to JUMIX, PXT R-223/13 DME, then arc CCW SW of PXT via 13 mile arc to ZIRAT, PXT R-203/13 DME, then via PXT R-203 to SWABY, PXT R-203/25 DME, then via assigned transition or expect radar vectors to join assigned route. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY6.CSN): Via CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY6.EDDYS): Via PXT R-203 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY6.GVE): Via GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY6.HCM): Via HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY6.HPW): Via HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY6.STEIN): Via PXT R-203 to UNNAC, then via CCV VORTAC R-323 to STEIN.

VORTAC PXT 117.6 Chan 123	APCH CRS 065°	Rwy Idg 11,807 TDZE 39 Arpt Elev 39
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AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

T * When ALS inop increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via R-050 to SPRIG and hold.

ATIS ★
322.425

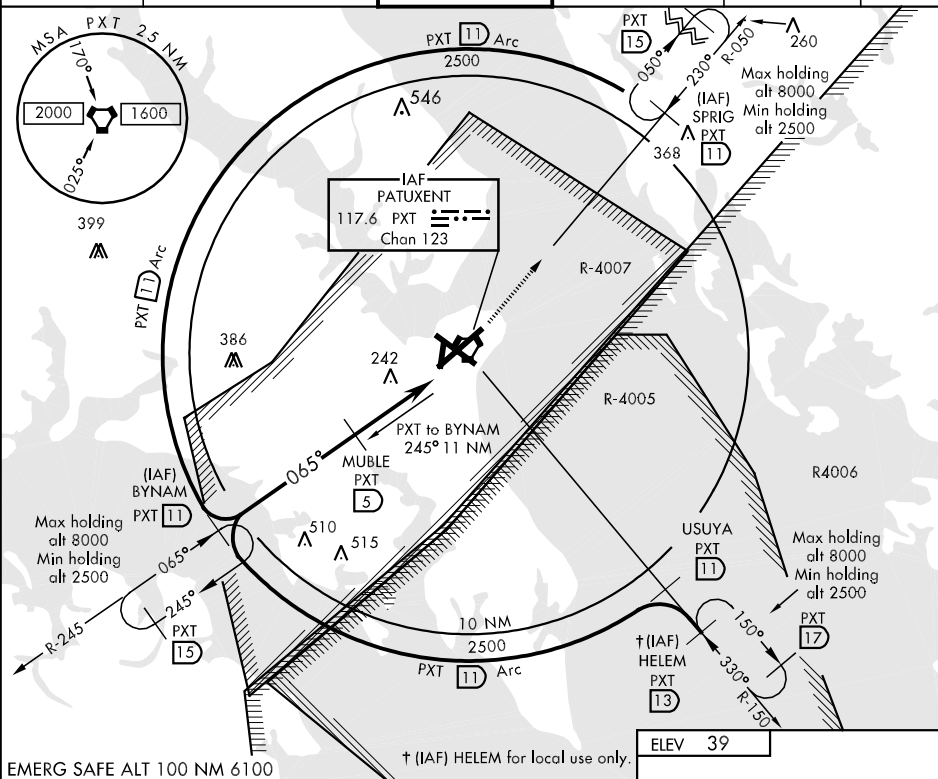
PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

CLNC DEL
135.2 316.125

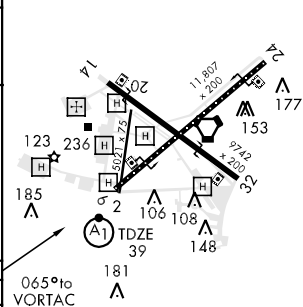
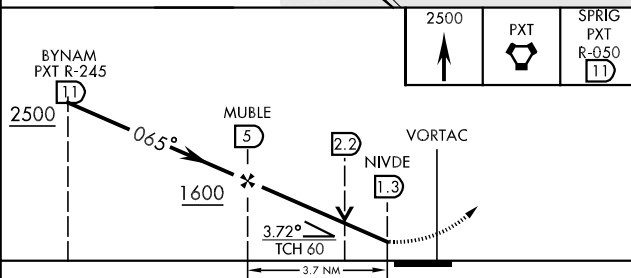
ASR/PAR



EMERG SAFE ALT 100 NM 6100

† (IAF) HELEM for local use only.

ELEV 39



CATEGORY	A	B	C	D
S-6 *	500-1/2	461 (500-1/2)	500-3/4 461 (500-3/4)	500-1 461 (500-1)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1 1/2 521 (600-1 1/2)	600-2 561 (600-2)

HIRL Rwy 14-32. 6-24

PATUXENT RIVER, MARYLAND

38° 17' N-76° 25' W

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 10126

TACAN RWY 6

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PXT 117.6 Chan 123	APCH CRS 127°	Rwy Idg TDZE 27 Arpt Elev 39
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AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

▼ MISSED APPROACH: Climbing left turn to 2500 via PXT R-050 to SPRIG and hold.

ATIS ★
322.425

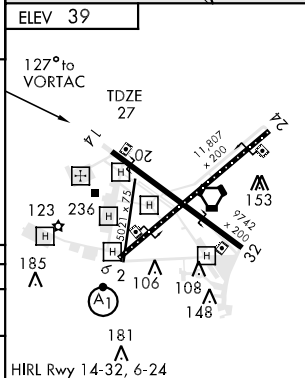
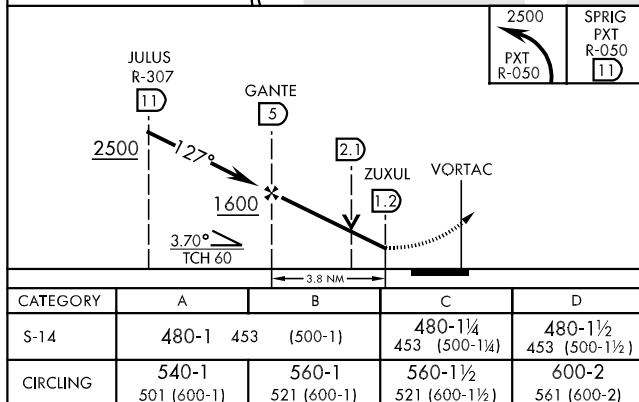
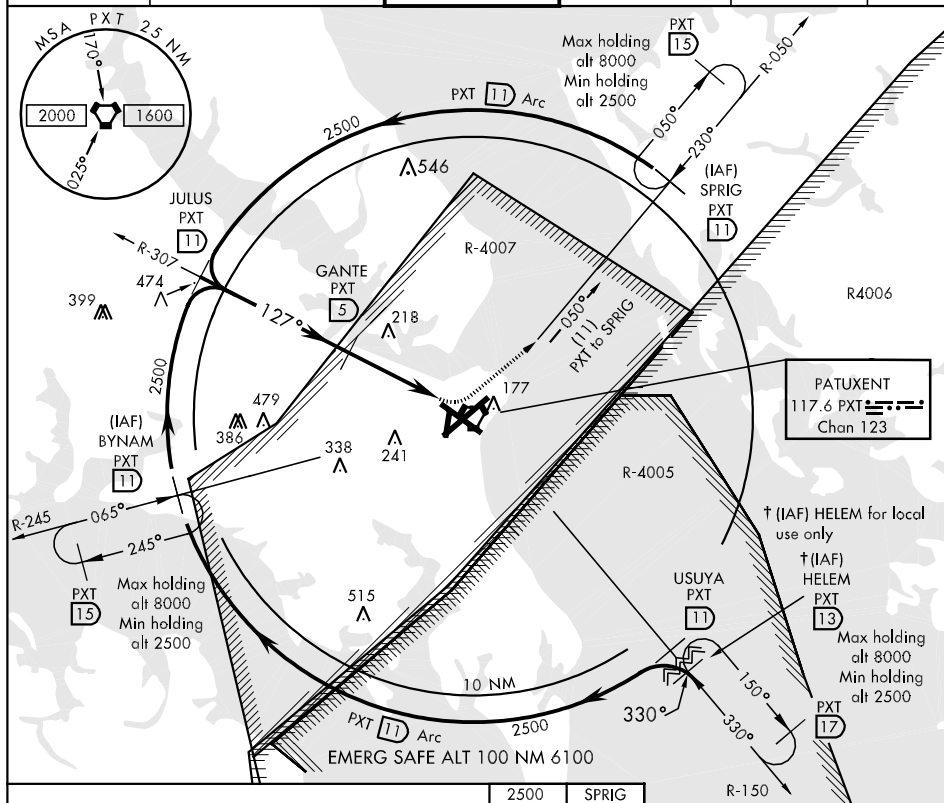
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121.0 250.3

PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

CLNC DEL
135.2 316.125

ASR/PAR



VORTAC PXT 117.6 Chan 123	APCH CRS 330°	Rwy Idg 9742 TDZE 18 Arpt Elev 39
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AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

T MISSED APPROACH: Climb to 500, then climbing right turn to 2500 to intercept the PXT R-150 to HELEM and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

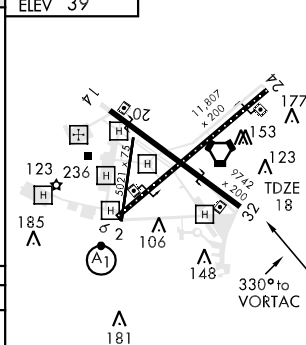
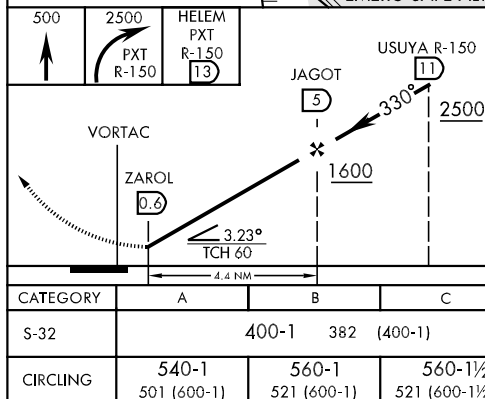
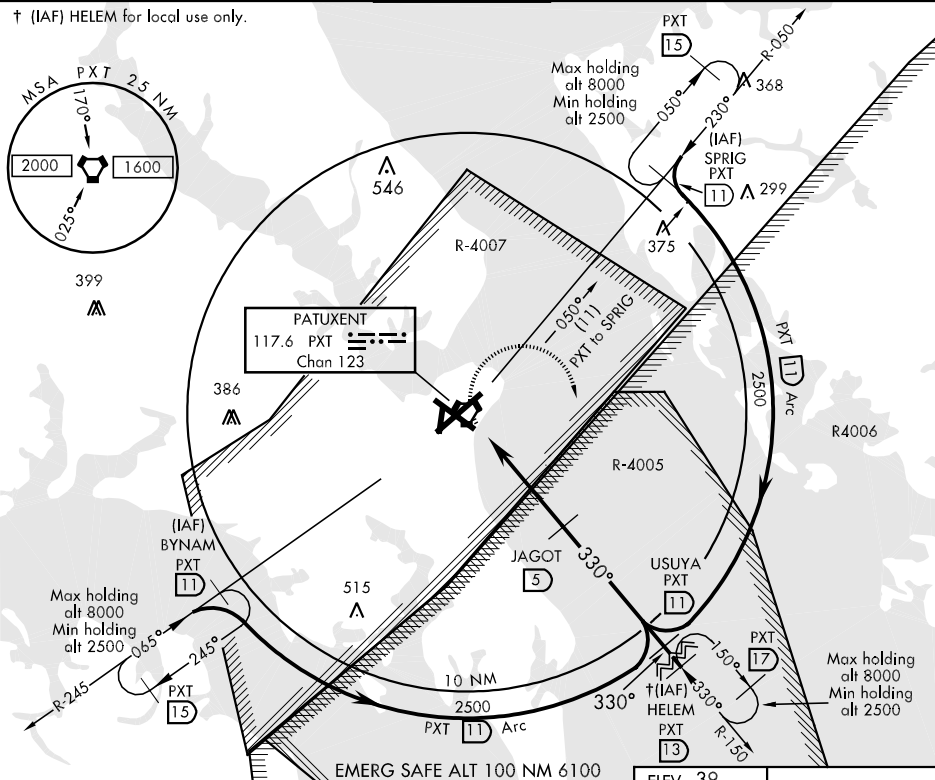
PATUXENT TOWER ★
123.7 343.65

GND CON
120.6 336.4

CLNC DEL
135.2 316.125

ASR/PAR

† (IAF) HELEM for local use only.



HIRL Rwy 14-32, 6-24

PATUXENT RIVER, MARYLAND

38°17'N-76°25'W

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 10126

TACAN RWY 32

NE-3. 21 OCT 2010 to 18 NOV 2010

VORTAC PXT
117.6
Chan 123

APCH CRS
230°

Rwy ldg 11,807
TDZE 20
Arpt Elev 39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)



MISSED APPROACH: Climbing right turn to 2500, intercept the R-050 to SPRIG and hold.

ATIS ★
322.425

PATUXENT APP/DEP CON
121.0 250.3

PATUXENT TOWER ★
123.7 343.65

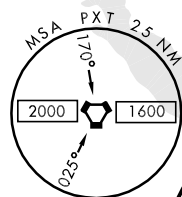
GND CON
120.6 336.4

CLNC DEL
135.2 316.125

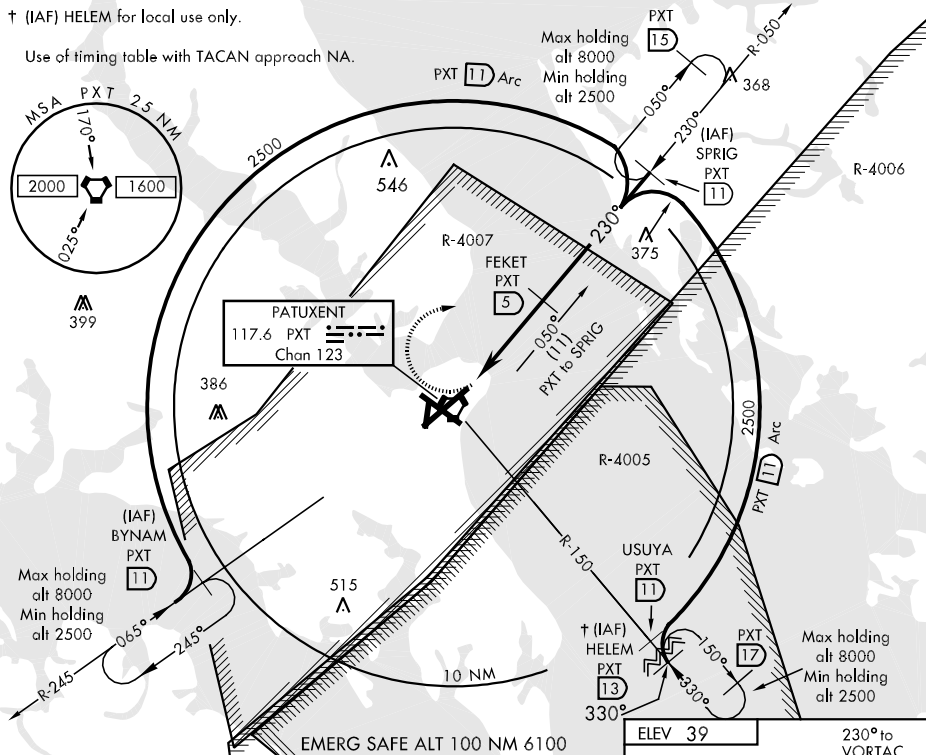
ASR/PAR

† (IAF) HELEM for local use only.

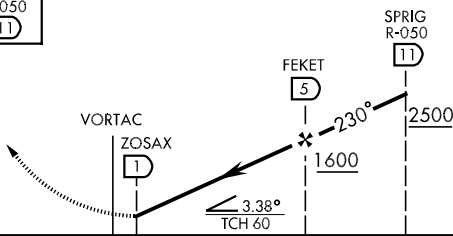
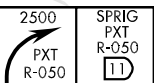
Use of timing table with TACAN approach NA.



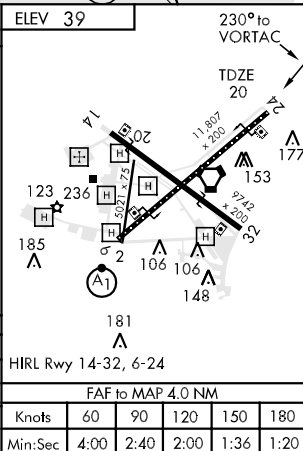
399



EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D
S-24	440-1	420 (500-1)	440-1½	420 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)



PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC-5(-4DT)

WASHINGTON

N39°27.97' W76°10.13'

H-101, 121, L-34F, 36J, A

57 B NOTAM FILE DCA

Not insp.

DIAP

RWY 04-22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL

RWY 22: ODALS. PVASI(P SIL).

RWY 17-35: H5004X149 (ASPH) PCN 10 F/C/W/T

RWY 08-26: H4849X149 (ASPH) PCN 11 F/B/W/T

MILITARY SERVICE: LGT HIRL Rwy 04-22 PPR only. **FUEL J8** **OIL** O-113-56(Mil)

MILITARY REMARKS: Opr Mon-Fri 1100-0200Z except holidays, other times PPR. Rwy 17-35 CLOSED permanently.

Rwy 08-26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z, whichever is later or after SS is prohibited. DSN 298-3483/3074, C410-278-3483/3074. Rwy 08-26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17-35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.

COMMUNICATIONS: ATIS 108.4 (Mon-Fri 1100-0200Z, except holidays, other times PPR.)

(R) POTOMAC APP/DEP CON 125.525 291.625

TOWER 126.15 229.6 241.0 (Mon-Fri 1100-0200Z, except holidays, other times PPR.) **GND CON** 121.9

AIRSPACE: CLASS D svc Mon-Fri 1100-0200Z except holidays, other times PPR, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(T) VOR/DME 108.4 PPM Chan 21 N39°28.00' W76°10.26' at fld. 41/9W. Monitored arpt opr hrs.

VOR unusable:

130°-140° byd 10 NM

DME unusable:

010°-035° byd 20 NM blo 2,500'

VOR/DME unusable:

241°-279° byd 16 NM blo 4,500'

ABERDEEN NDB (MHW) 349 APG N39°32.11' W76°06.38' 226° 5.1 NM fld. Unmonitored Mon-Fri and holidays 2130-1230Z, other times PPR.

PIER 7 (See BALTIMORE)

POTOMAC AIRFIELD (See FRIENDLY)

RIDGELY AIRPARK (RJD) 2 NE UTC-5(-4DT) N38°58.21' W75°51.98'

WASHINGTON

64 B S4 **FUEL** 100LL, NOTAM FILE DCA

L-34F, 36J, A

RWY 12-30: H3214X50 (ASPH) S-28, D-39 LIRL

RWY 12: REIL. Trees.

RWY 30: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2130Z. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12-30 and REIL Rwy 12 and 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (410) 634-1072.

COMMUNICATIONS: CTAF/UNICOM 122.8

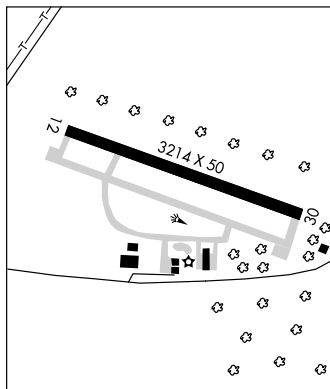
POTOMAC APP/DEP CON 124.55

DOVER APP/DEP CON 132.425 (RNAV/GPS Rwy 30)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90'

W75°30.96' 235° 22.7 NM to fld. 10/09W.



ST. MARY'S COUNTY RGNL (See LEONARDTOWN)

APP CRS 121°	Rwy Idg 3214
	TDZE 64
	Apt Elev 64

RNAV (GPS) RWY 12

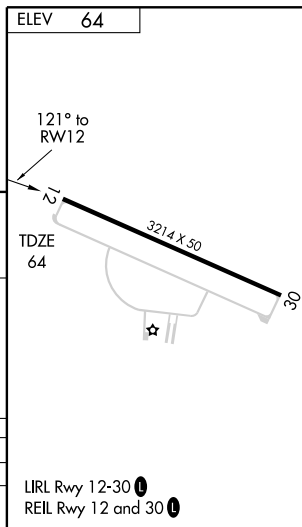
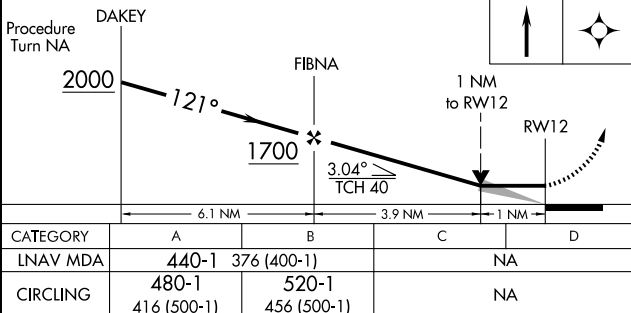
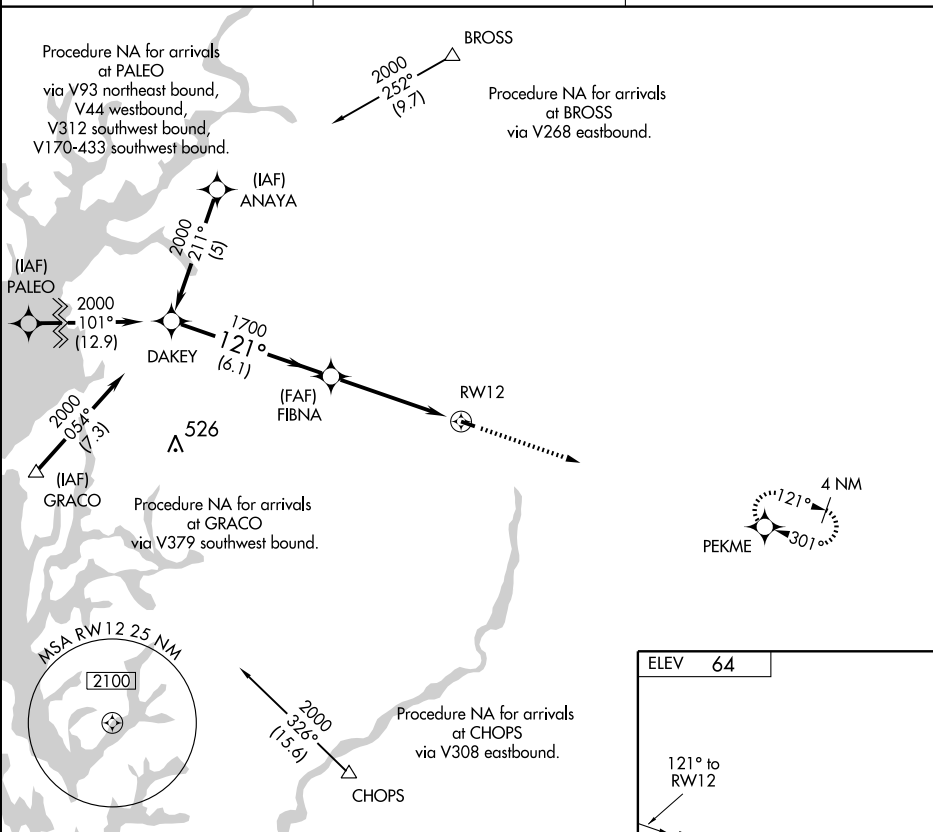
RIDGELY AIRPARK (RJD)

▼ If local altimeter setting not received, procedure NA.
 ▲ NA Procedure NA at night.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PEKME WP and hold.

 AWOS-3
120.225

 POTOMAC APP CON
124.55 317.425

 UNICOM
122.8 (CTAF) 0


APP CRS
301°

Rwy Idg **3214**
TDZE **64**
Apt Elev **64**

RNAV (GPS) RWY 30

RIDGELY AIRPARK (RJD)

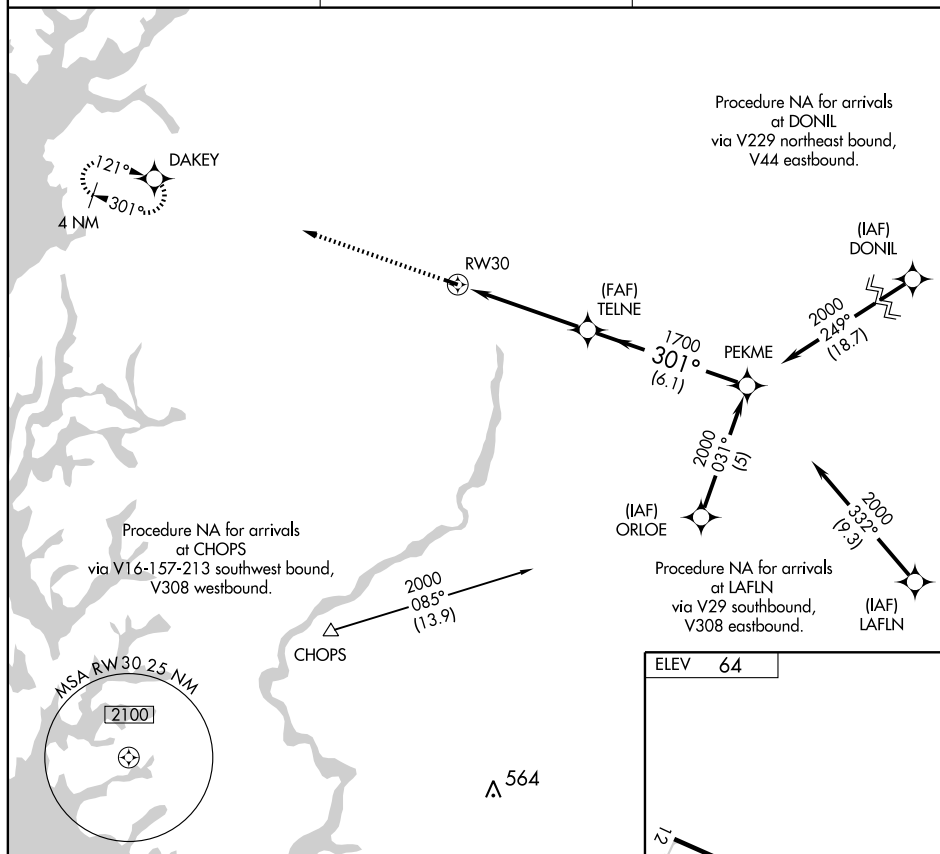
▼ If local altimeter setting not received, procedure NA.
▲ NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DAKEY WP and hold.

AWOS-3
120.225

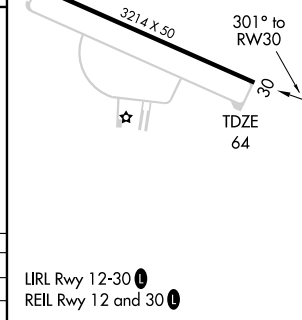
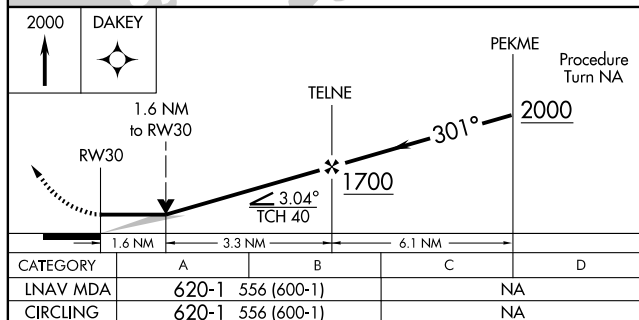
DOVER APP CON
132.425 257.875

UNICOM
122.8 (CTAF)



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010



10210

AIRPORT DIAGRAM

AL-977 (FAA)

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

SALISBURY, MARYLAND

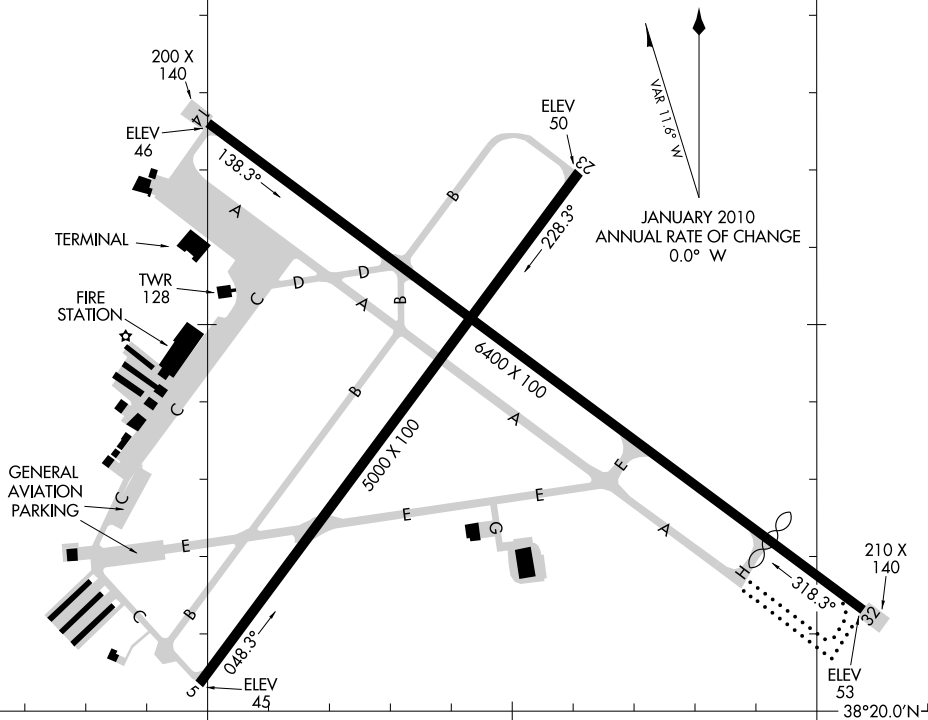
ASOS
118.325
SALISBURY TOWER★
119.425
GND CON
123.775
CLNC DEL
118.55 (2230-0600)
123.775 (0600-2230)

D

FIELD
ELEV
52

38°21.0'N

NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

RWY 05-23
S-30, D-65, 2S-83
RWY 14-32
PCN 32 F/B/Y/T
S-76, D-126, 2S-146, 2D-423, 2D/2D2-749

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

10210

SALISBURY, MARYLAND
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

SALISBURY

BENNETT (1N5) 4 NW UTC-5(-4DT) N38°24.76' W75°37.01'

WASHINGTON

42 B NOTAM FILE DCA

Rwy 17-35: 3134X95 (TURF) LIRL

Rwy 17: APAP(PNIL)—GA 4.0 TCH 23'. Thld dspcd 237'. Road.

Rwy 35: Thld dspcd 741'. Trees.

Rwy 08-26: 2270X95 (TURF)

Rwy 08: Thld dspcd 400'. Trees.

Rwy 26: Thld dspcd 300'. Road.

AIRPORT REMARKS: Attended dawn-dusk. Birds and wildlife on and in/ov arpt. Ultralight activity on and in/ov arpt. Arpt lgts opr dusk-0400Z. Rwy 08-26 dspcd thld marked with cones. Rwy 17-35 dspcd thlds marked with cones.

ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY) 4 SE UTC-5(-4DT)

WASHINGTON

N38°20.41' W75°30.57'

H-101, 121, L-34F, 361, A

52 B S4 **FUEL** 100LL, JET A TPA-1052 (1000) ARFF Index—See Remarks

IAP, AD

NOTAM FILE SBY

Rwy 14-32: H6400X100 (ASPH-CONC) S-76, D-126, 2S-146, 2D-423, 2D/2D2-749 HIRL PCN 32 F/B/Y/T

Rwy 14: REIL. PAPI(4PL)—GA 3.0° TCH 45'. Tree.

Rwy 32: MALSR. Thld dspcd 900'.

Rwy 05-23: H5000X100 (ASPH) S-30, D-65, 2S-83 MIRL

Rwy 05: REIL. VASI(V4L)—GA 3.0° TCH 39'. Tree.

Rwy 23: REIL. VASI(V4L)—GA 3.0° TCH 39'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 05: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

Rwy 14: TORA-6400 TODA-6400 ASDA-6400 LDA-6400

Rwy 23: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

Rwy 32: TORA-6400 TODA-6400 ASDA-6400 LDA-5500

AIRPORT REMARKS: Attended 1230-2100Z. FBO hrs 1100-0200Z.

For svcs after hrs call 410-749-0323. Deer and birds on and in/ov arpt. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 410-548-4827.

Class I, ARFF Index A. Index B coverage provided. Numerous military training activity on and in/ov arpt. Numerous cracks and spalling on Twy C between Twy E and Rwy 05. Numerous cracks and spalling on Twy E between Twy A and Rwy 05. Twy E clsd between Twy A and Rwy 05-23 exc for hangared acft. MALSR Rwy 32 OTS indef. When twr clsd ACTIVATE MIRL Rwy 05-23; HIRL Rwy 14-32; REIL Rwy 05, Rwy 23, Rwy 14 and twy lgts—CTAF. ACTIVATE MALSR Rwy 32-122.95.

WEATHER DATA SOURCES: ASOS 118.325 (410) 341-0868.

COMMUNICATIONS: CTAF 119.425 UNICOM 122.95

RCO 122.1R 111.2T (LEESBURG RADIO)

RCO 122.3 122.2 (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon-Fri 1200-0400Z, Sat-Sun 1300-2300Z, clsd holidays) **CLNC DEL** 118.55 (0330-0400Z)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.55 (Mon-Fri 0400-1200Z, Sat-Sun 2300-1300Z)
TOWER 119.425 (1100-0330Z) **GND CON** 123.775 **CLNC DEL** 123.775 (1100-0330Z)

AIRSPACE: CLASS D svc 1100-0330Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

(L) **VORTAC** 111.2 SBY Chan 49 N38°20.70' W75°30.64' at fld. 50/12W.

VOR portion unusable:

294°-007° blo 5000'

007°-026° byd 20 NM blo 7000'

027°-089° byd 13 NM blo 5000'

090°-110° byd 20 NM blo 5000'

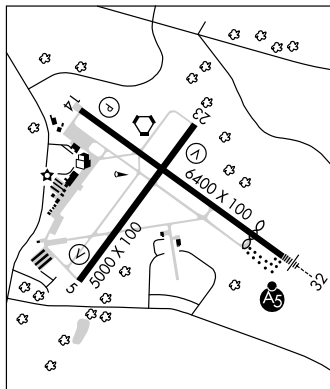
111°-113° byd 19 NM blo 5000'

114°-120° byd 16 NM blo 5000'

261°-285° blo 6000'

DME: unusable 009°-055° byd 30 NM.

ILS 108.7 I-SBY Rwy 32. Class IE.



LOC I-SBY 108.7	APP CRS 319°	Rwy Idg TDZE Apt Elev	5500 52 52
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ILS or LOC RWY 32

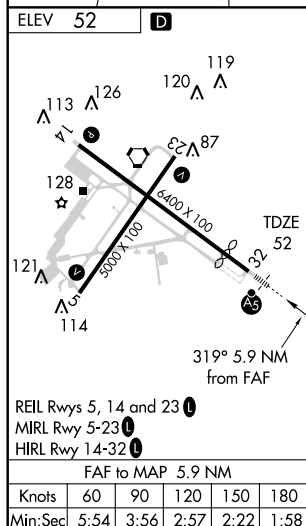
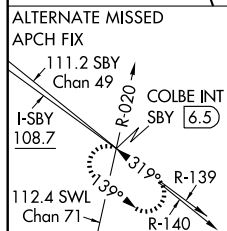
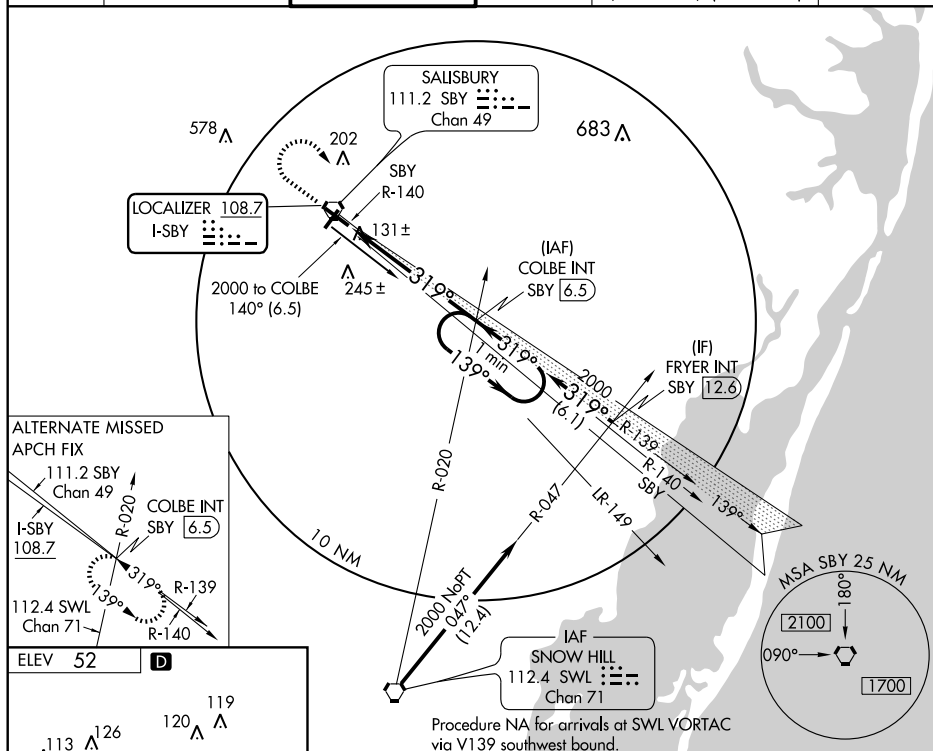
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

▼ When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility $\frac{1}{4}$ mile.



MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 170° and SBY VORTAC R-140 to COLBE INT/SBY 6.5 DME and hold.

ASOS 118.325	PATUXENT APP CON ★ 127.95 314.0	SALISBURY TOWER ★ 119.425 (CTAF) 1	GND CON 123.775	CLNC DEL 118.55 123.775 (2230-0600) (0600-2230)	UNICOM 122.95 A5
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700	2000	SBY R-140	COLBE INT	COLBE INT SBY 6.5	One Minute Holding Pattern
↑	hdg 170°				
		SBY 0.7		2000	GS 3.00° TCH 54
				2000	
				5.9 NM	
CATEGORY	A	B	C	D	
S-ILS 32	252-1/2 200 (200-1/2)				
S-LOC 32	400-1/2 348 (400-1/2)				400-3/4 348 (400-3/4)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1 1/2 468 (500-1 1/2)	620-2 568 (600-2)	

APP CRS	Rwy Idg	5000
049°	TDZE	48
	Apt Elev	52

RNAV (GPS) RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

T	GPS or RNP-0.3 required.
A NA	DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZ and hold.

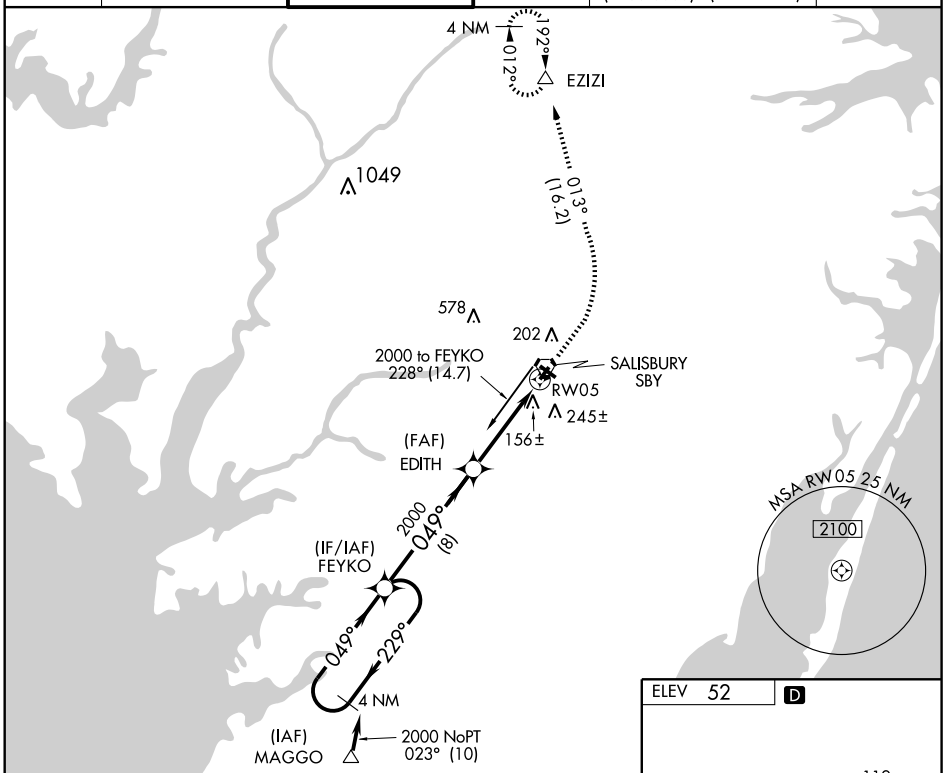
ASOS
118.325

PATUXENT APP CON★
127.95 314.0

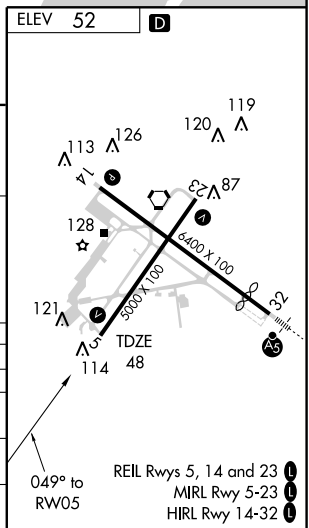
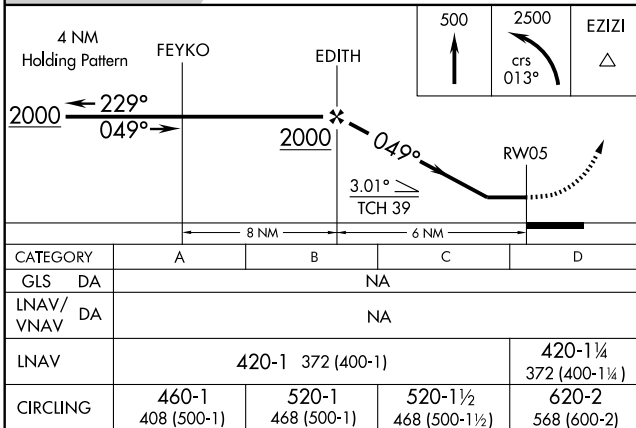
SALISBURY TOWER ★
119.425 (CTAF) L

GND CON
123.775

CLNC DEL
118.55 123.775
(2230-0600) (0600-2230)

UNICOM
122.95 

NE-3, 21 OCT 2010 to 18 NOV 2010



SALISBURY, MARYLAND
Orig-A 10098

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N - 75°31'W

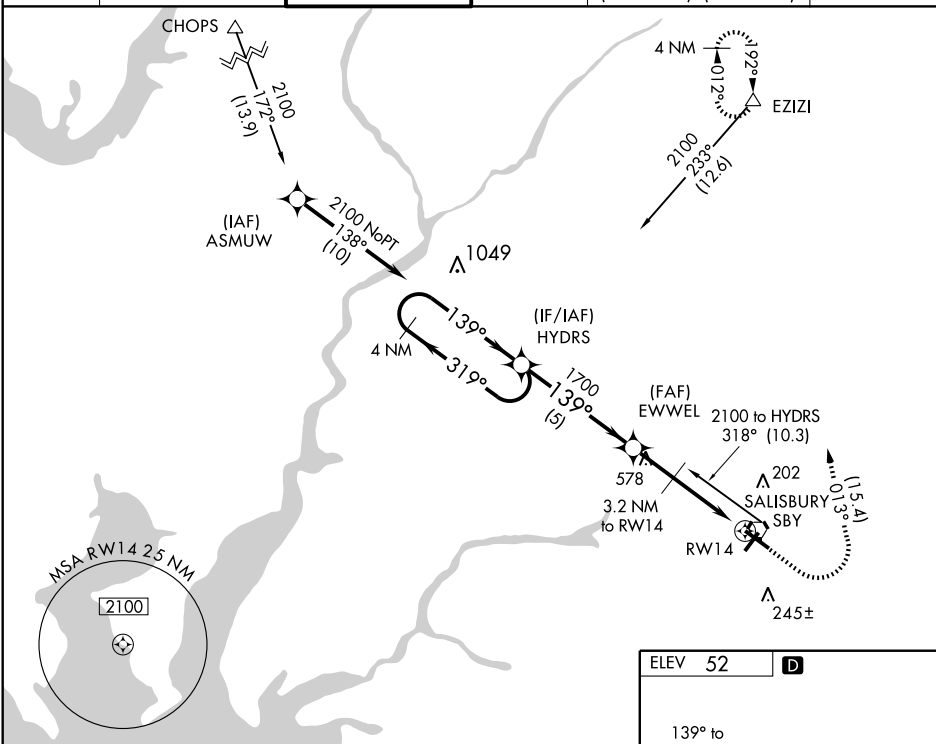
RNAV (GPS) RWY 5

RNAV (GPS) RWY 14

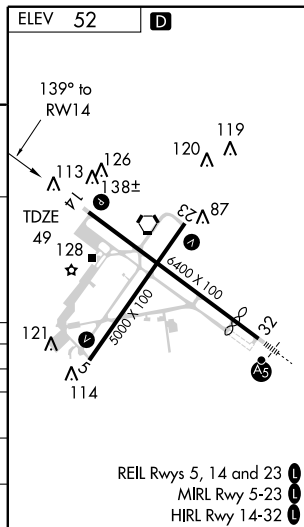
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

APP CRS 139°	Rwy Idg TDZE Apt Elev	6400 49 52
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<div><div><div><div></div><div>NA</div></div></div><div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div></div>			<div>MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.</div>		
<div>ASOS</div> <div>118.325</div>	<div>PATUXENT APP CON★</div> <div>127.95 314.0</div>	<div>SALISBURY TOWER★</div> <div>119.425 (CTAF) 0</div>	<div>GND CON</div> <div>123.775</div>	<div>CLNC DEL</div> <div>118.55 123.775</div> <div>(2230-0600) (0600-2230)</div>	<div>UNICOM</div> <div>122.95</div> <div>A5</div>



<div>4 NM Holding Pattern</div> <div>2100 ← 319° → 139° → 1700</div> <div>3.01° TCH 54</div> <div>5 NM 1.8 NM 3.2 NM</div>					<div>500</div> <div>↑</div>	<div>2500</div> <div>crs 013°</div>	<div>EZIZI</div> <div>△</div>
<div>HYDRS</div> <div>EWWEI</div> <div>3.2 NM to RW14</div> <div>RW14</div>							
CATEGORY	A	B	C	D			
GLS DA	NA						
LNAV/VNAV DA	NA						
LNAV	400-1 351 (400-1)			400-1¼ 351 (400-1¼)			
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)			



APP CRS 229°	Rwy Idg TDZE Apt Elev	5000 50 52
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RNAV (GPS) RWY 23

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)



GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via course 011° to EZIZI and hold.

ASOS
118.325

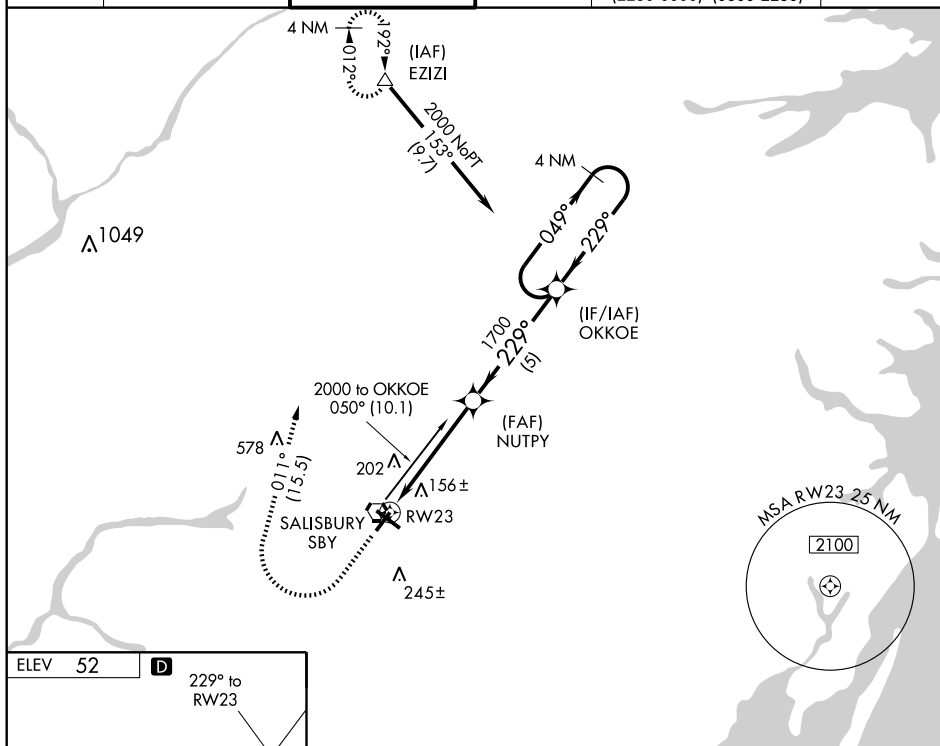
PATUXENT APP CON ★
127.95 314.0

SALISBURY TOWER ★
119.425 (CTAF) 0

GND CON
123.775

CLNC DEL
118.55 123.775
(2230-0600) (0600-2230)

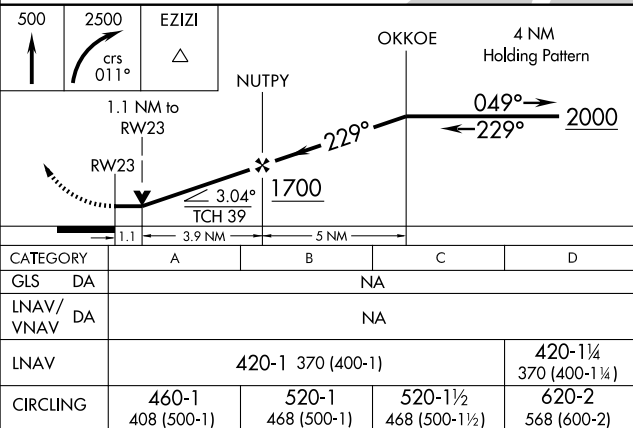
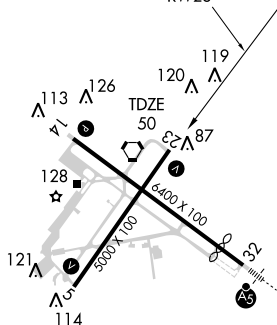
UNICOM
122.95



ELEV 52

D

229° to RWY23



REIL Rwy 5, 14 and 23
MIRL Rwy 5-23
HIRL Rwy 14-32

SALISBURY, MARYLAND
Orig-A 10098

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
38°20'N - 75°31'W
RNAV (GPS) RWY 23

WAAS CH 48912 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev 52 52
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RNAV (GPS) RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

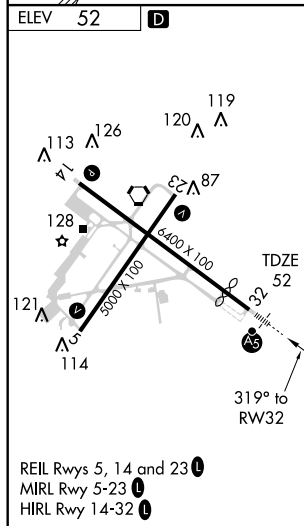
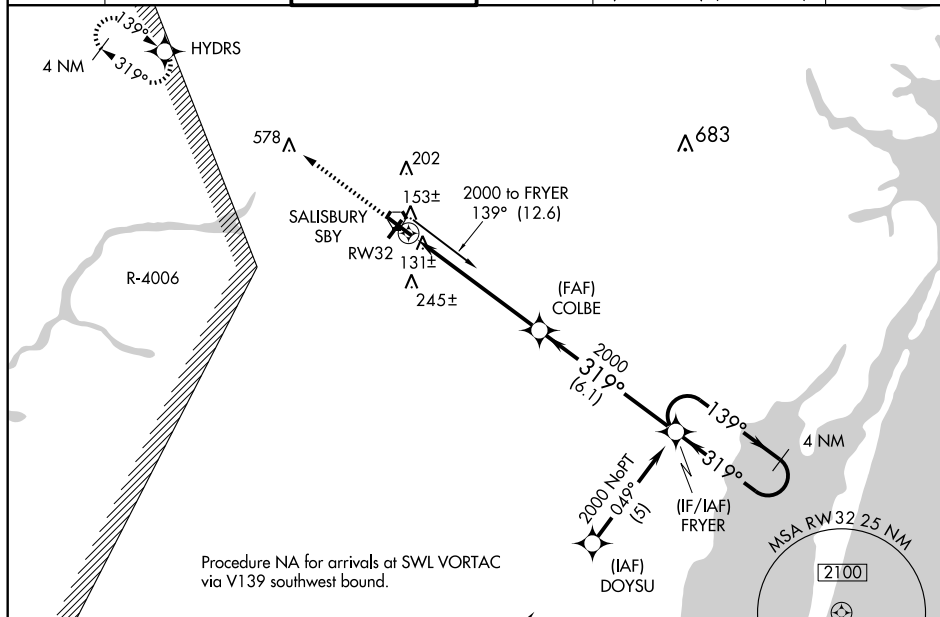
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Georgetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALS, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

MALS



MISSED APPROACH:
Climb to 2100 direct
HYDRS and hold.

ASOS 118.325	PATUXENT APP CON★ 127.95 314.0	SALISBURY TOWER★ 119.425 (CTAF) 0	GND CON 123.775	CLNC DEL 118.55 (2230-0600) 123.775 (0600-2230)	UNICOM 122.95 A5
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CATEGORY	A	B	C	D
LPV DA	252-½	200 (200-½)		
LNAV/VNAV DA	399-¾	347 (400-¾)		
LNAV MDA	420-½	368 (400-½)		420-1 368 (400-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

VORTAC SBY 111.2 Chan 49	APP CRS 041°	Rwy Idg 5000 TDZE 48 Apt Elev 52
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VOR RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

MISSED APPROACH: Climb to 2000 via SBY R-039 then direct SBY VORTAC and hold.

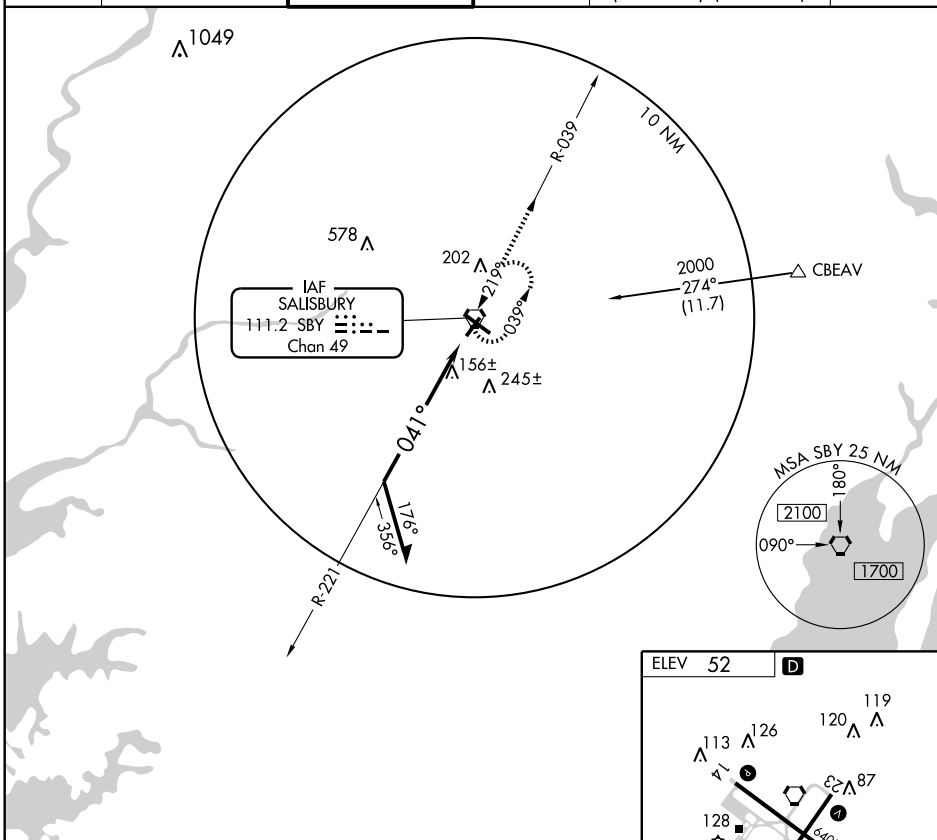
ASOS
118,325

PATUXENT APP CON★
127.95 314.0

SALISBURY TOWER ★
119.425 (CTAF) L

GND CON
123,775

CLNC DEL
118.55 123.775
(2230-0600) (0600-2230)

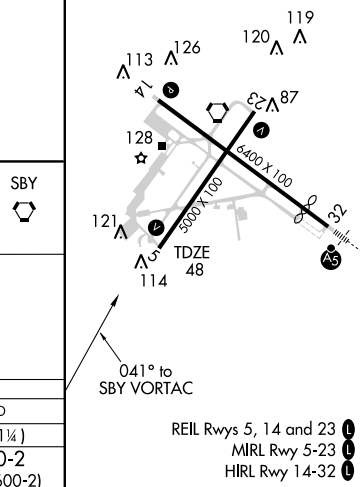
UNICOM
122.95 

Remain
within 10 NM

VORTAC

2000
↑
SBY R-039

SBV



CATEGORY	A	B	C	D
S-5	460-1	412 (500-1)	460-1¼	412 (500-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwy 5, 14 and 23 **L**
MIRL Rwy 5-23 **L**
HIRL Rwy 14-32 **L**

SALISBURY, MARYLAND
Amdt 9A 10098

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N - 75°31'W

VOR RWY 5

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

VORTAC SBY 111.2 Chan 49	APP CRS 243°	Rwy Idg TDZE Apt Elev	5000 50 52
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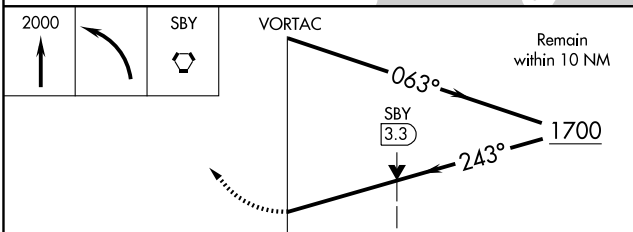
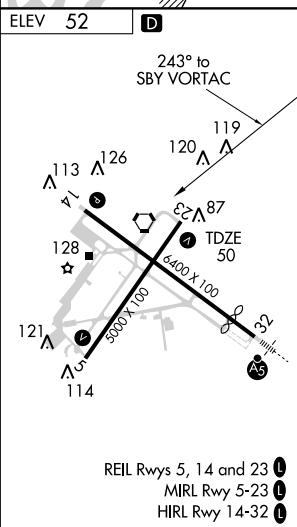
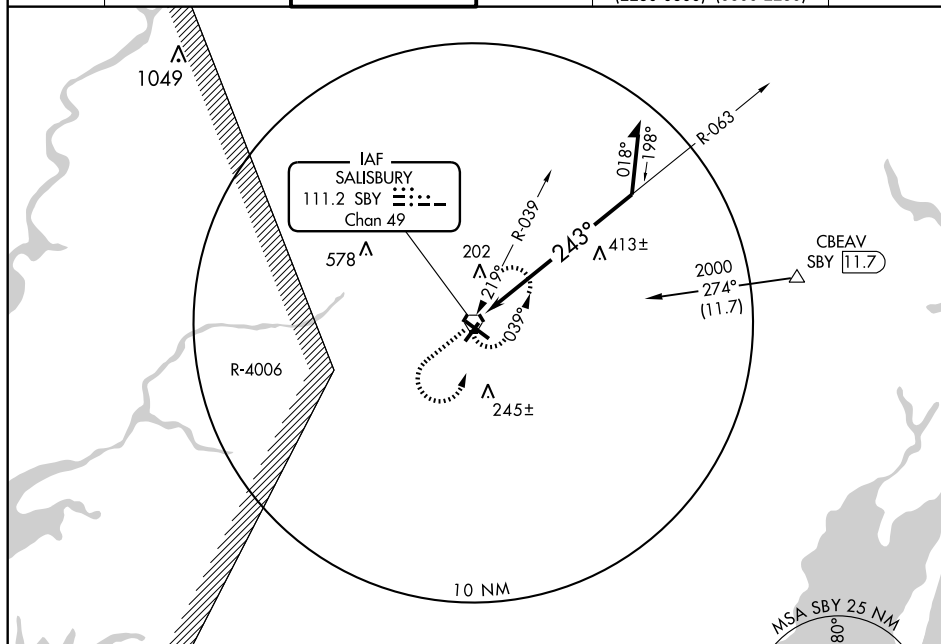
VOR RWY 23

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Georgetown altimeter setting and increase all MDA 60 feet. VDP NA when using Georgetown altimeter setting.

MISSED APPROACH: Climb to 2000
then left turn direct SBY VORTAC and hold.

ASOS 118.325	PATUXENT APP CON ★ 127.95 314.0	SALISBURY TOWER ★ 119.425 (CTAF) 0	GND CON 123.775	CLNC DEL 118.55 (2230-0600) 123.775 (0600-2230)	UNICOM 122.95 A5
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CATEGORY	A	B	C	D
S-23	1100-1¼ 1050 (1100-1¼)	1100-1½ 1050 (1100-1½)	1100-3	1050 (1100-3)
CIRCLING	1100-1¼ 1048 (1100-1¼)	1100-1½ 1048 (1100-1½)	1100-3	1048 (1100-3)

VORTAC SBY 111.2 Chan 49	APP CRS 325°	Rwy Idg 5500 TDZE 52 Apt Elev 52
--	------------------------	---

VOR RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)


T CAT D S-32 visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via SBY R-039 then direct SBY VORTAC and hold.

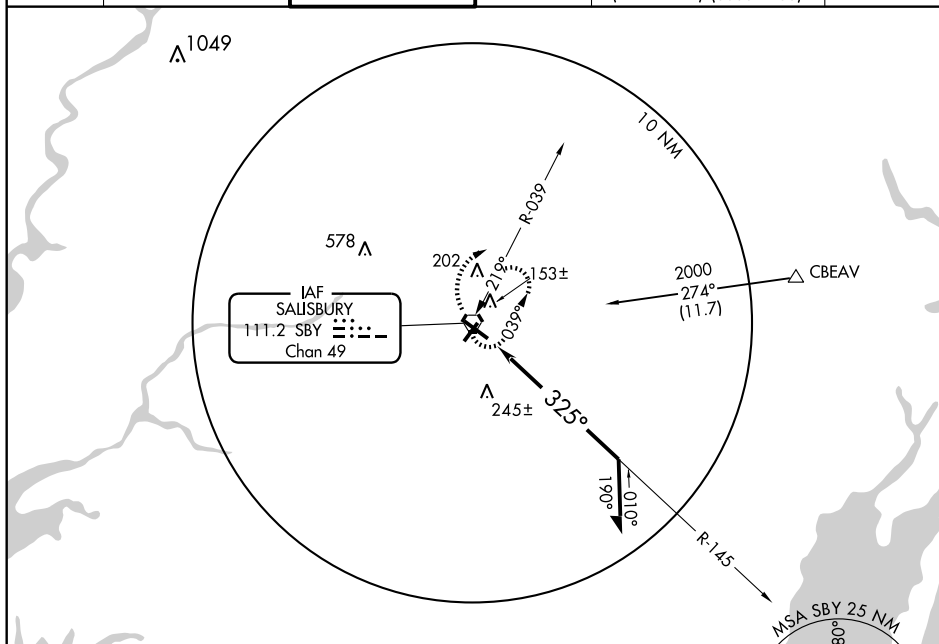
ASOS
118,325

PATUXENT APP CON★
127.95 314.0

SALISBURY TOWER ★
119.425 (CTAF) 

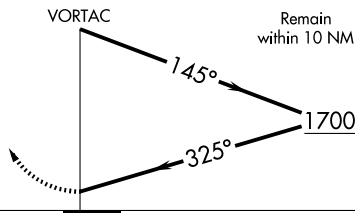
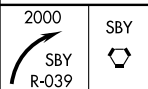
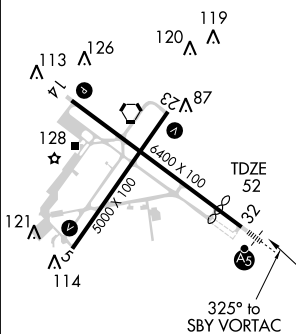
GND CON
123.775

CLNC DEL
118.55 123.775
(2230-0600) (0600-2230)

UNICOM
122.95 

ELEV 52

D



CATEGORY	A		B	C	D
S-32	460-½ 408 (500-½)			460-¾ 408 (500-¾)	460-1 408 (500-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)	

SALISBURY, MARYLAND
Amdt 9A 10098

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

38°20'N - 75°31'W

VOR RWY 32

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3. 21 OCT 2010 to 18 NOV 2010

SNOW HILL N38°03.40' W75°27.84' NOTAM FILE DCA.(L) **VORTAC** 112.4 SWL Chan 71 187° 7.0 NM to NASA Wallops Flight Center.
40/08W.

VOR portion unusable:

210°-225° byd 13 NM blo 4000'

210°-225° byd 18 NM blo 6000'

210°-225° byd 37 NM

225°-265° byd 10 NM blo 2500'

225°-265° byd 30 NM blo 9000'

RCO 122.6 122.1R 112.4T (LEESBURG RADIO)

265°-005° byd 20 NM blo 1500'

005°-020° byd 25 NM blo 1500'

020°-040° byd 20 NM blo 1700'

040°-045° byd 10 NM blo 2000'

WASHINGTON

H-101, 121, L-361

STEVENSVILLE**BAY BRIDGE** (W29) 1 W UTC-5(-4DT) N38°58.58' W76°19.78'15 B S4 **FUEL** 100LL, JET A TPA-1215(1200) NOTAM FILE W29**RWY 11-29:** H2903X60 (ASPH) MIRL 0.3% up E**RWY 11:** REIL. PAPI(P2L)—GA 3.0° TCH 38'.**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 39'. Thld dsplcd 190'.
Road.**AIRPORT REMARKS:** Attended 1330-2130Z±. Unattended Thanksgiving, Christmas and New Years. Touch and go ops prohibited. Birds, deer, and other wildlife on and in/ov arpt. Noise abatement procedures in effect ctc arpt manager 410-643-4364. Noise sensitive residential area south of arpt; enter downwind for Rwy 29 over water twr south of fld. ACTIVATE MIRL Rwy 11-29 and REIL Rws 11 and 29—CTAF.**WEATHER DATA SOURCES:** AWOS-3 120.575 (410) 643-8795.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **POTOMAC APP/DEP CON** 119.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26'

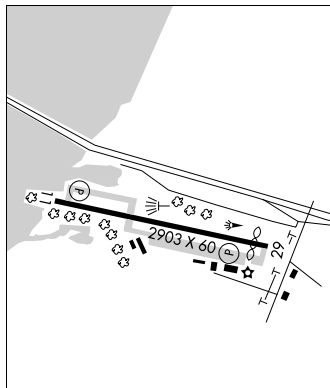
W76°39.68' 138° 19.4 NM to fld. 140/11W.

WASHINGTON

COPTER

L-29E, 34F, 361, A

IAP

**KENTMORR AIRPARK** (3W3) 5 SW UTC-5(-4DT) N38°55.09' W76°21.53'

10 TPA-1000 (990) NOTAM FILE DCA

RWY 10-28: 2400X75 (TURF)**RWY 10:** Thld dsplcd 200'. Trees.**RWY 28:** Thld dsplcd 150'. Road.**AIRPORT REMARKS:** Unattended. Numerous birds, deer, other wildlife on and in/ov arpt. No ngt ops. Unlimited vehicle access to acft movement areas. Rwy 10-28 may be soft and wet. Preferred calm wind Rwy 28, for noise abatement. Preferred 90° crosswind Rwy 28, for noise abatement. Rwy 10-28 dsplcd thlds marked with orange cones, N edge lined with blue reflectors. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.**COMMUNICATIONS:** CTAF 122.9

WASHINGTON

SUBURBAN (See LAUREL)**TIPTON** (See FORT MEADE (ODENTON))**TRAPNELL FLD** (See PATUXENT RIVER NAS)**WASHINGTON DC NAF** (See ANDREWS AFB)**WASHINGTON EXECUTIVE/HYDE FIELD** (See CLINTON)**WESTMINSTER** N39°29.70' W76°58.72' NOTAM FILE DCA.(H) **VORTAC** 117.9 EMI Chan 126 235° 2.5 NM to Clearview Airpark. 820/08W.

HIWAS.

VOR portion unusable:

128°-161° byd 20 NM blo 6500'

301°-334° blo 5500'

DME unusable 281°-055° byd 35 NM blo 3000'.

RCO 122.1R 117.9T (LEESBURG RADIO)

WASHINGTON

COPTER

H-10H, 121, L-29E, 34F, 361, A

APP CRS
129°

Rwy Idg **2903**
TDZE **15**
Apt Elev **15**

RNAV (GPS) RWY 11
STEVENSVILLE/BAY BRIDGE (W29)



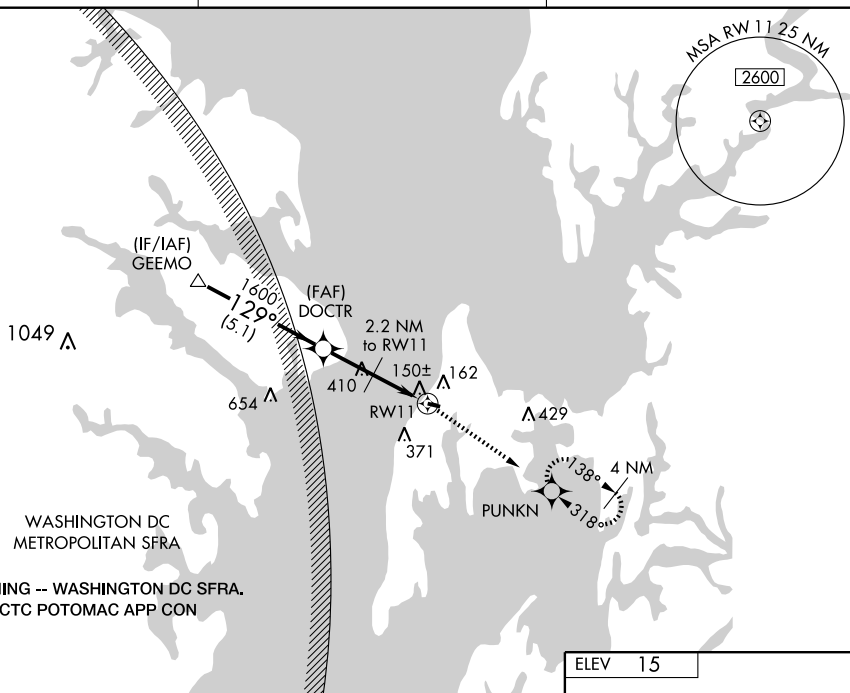
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 direct PUNKN WP and hold.

AWOS-3
120.575

POTOMAC APP CON
119.0 282.275

UNICOM
123.0 (CTAF) 0



ELEV 15

Procedure
Turn
NA

GEEMO

2200

VGSI and descent
angles not coincident.

1500

PUNKN

#Descent angle NA with
Easton/Newnam Field
altimeter setting.

129°

DOCTR

1600

*900 when using
Easton/Newnam
Field altimeter setting.

#3.49°

TCH 38

*840

2.2 NM
to RW11

RW11

5.1 NM

2 NM

2.2

CATEGORY

A

B

C

D

LNAV MDA

400-1 385 (400-1)

NA

CIRCLING

460-1

480-1

445 (500-1)

465 (500-1)

NA

EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS

LNAV MDA

460-1 445 (500-1)

NA

CIRCLING

500-1 485 (500-1)

NA

129° to
RW11

Δ 40±

0.3% UP

TDZE
15

2903 X 60

31±

Δ

REIL Rwy 11 and 29 0
MIRL Rwy 11-29 0

APP CRS **294°**
 Rwy Idg **2713**
 TDZE **15**
 Apt Elev **15**

RNAV (GPS) RWY 29

STEVENSVILLE/BAY BRIDGE (W29)

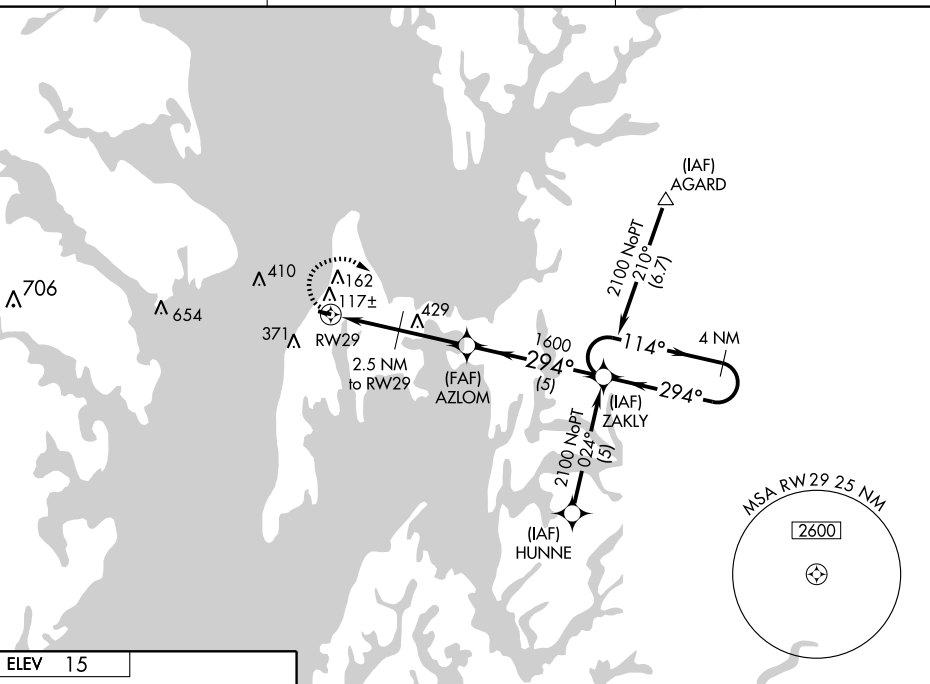
▼ Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting minimums.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY WP and hold.

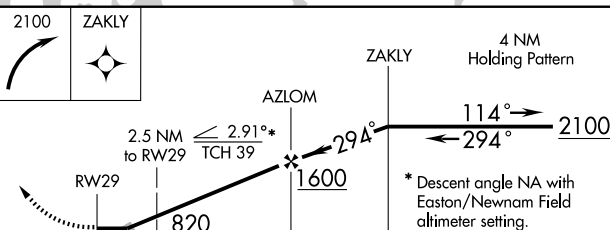
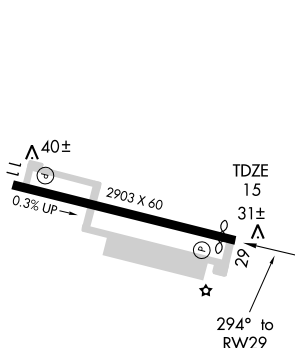
AWOS-3
120.575

POTOMAC APP CON
119.0 282.275

UNICOM
123.0 (CTAF) 0



ELEV **15**



REIL Rwy 11 and 29 0
 MRL Rwy 11-29 0

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD

(DMW) 3 N UTC-5(-4DT) N39°36.50' W77°00.46' WASHINGTON
 789 B S4 FUEL 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW H-10H, 12I, L-29E, 34F, A IAP
 RWY 16-34: H5100X100 (ASPH-GRVD) S-22 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46'. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0100Z†. Arpt unattended

Christmas. Wildlife on and in/ov arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16-34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16-34; REIL Rws 16 and 34; twy lghts—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.25 (410) 876-1281. HIWAS 117.9 EMI.

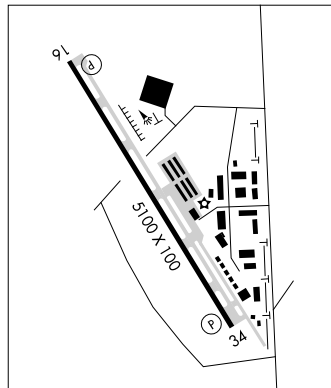
COMMUNICATIONS: CTAF/UNICOM 122.7

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525 GCO 121.725 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70'
 W76°58.72' 357° 6.9 NM to fld. 820/08W. HIWAS.



CLEARVIEW AIRPARK

(2W2) 7 S UTC-5(-4DT) N39°28.02' W77°01.05'
 799 B FUEL 100LL TPA—1799(1000) NOTAM FILE DCA

RWY 14-32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE

RWY 14: APAP(PN1L)—GA 4.0° TCH 20'. Thld dsplcd 330'. Trees.

RWY 32: APAP(PN1L)—GA 7.0° TCH 34'. Thld dsplcd 278'. Trees.

AIRPORT REMARKS: Attended 1400-2200Z†, Apr 1-Oct 31 Sat-Sun 1400-2300Z†. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to a/cft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14-32 NSTD LIRL, lghts 20' from edge of rwy. Rwy 14-32 lghtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lghts. ACTIVATE NSTD LIRL Rwy 14-32 and rotating bcu—CTAF.

WEATHER DATA SOURCES: HIWAS 117.9 EMI.

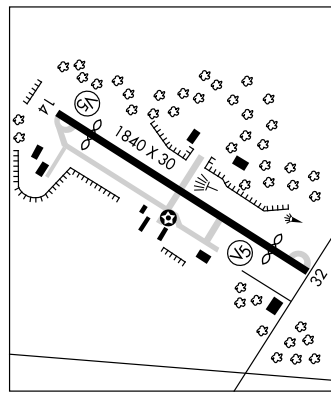
COMMUNICATIONS: CTAF/UNICOM 122.8

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70'
 W76°58.72' 235° 2.5 NM to fld. 820/08W. HIWAS.



WASHINGTON

COPTER

L-29E, 34F, 36F, A
 IAP

APP CRS **136°**
 Rwy Idg **1510**
 TDZE **799**
 Apt Elev **799**

RNAV (GPS) RWY 14

WESTMINSTER / CLEARVIEW AIRPARK (2W2)

**NA**

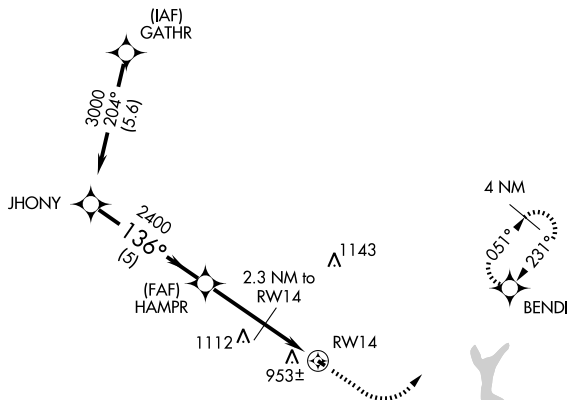
Use Carroll County Rgnl/Jack B. Poage Field
 altimeter setting. GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing
 left turn to 3000 direct BENDI WP and hold.

POTOMAC APP CON
125.525 291.625

UNICOM
122.8 (CTAF) 0

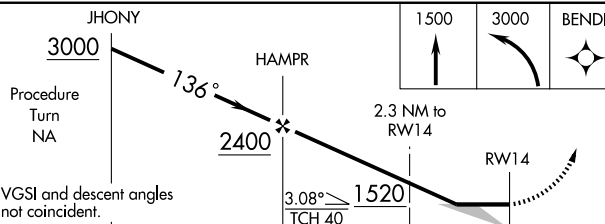
1724



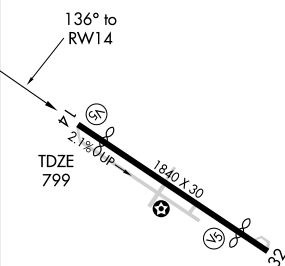
MSA RW14 25 NM

3400

ELEV 799



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)	NA		
CIRCLING	1280-1 481 (500-1)	NA		



LIRL Rwy 14-32 0

VORTAC EMI
117.9
Chan **126**

APP CRS
235°

Rwy Idg **N/A**
TDZE **N/A**
Apt Elev **799**

VOR-A

WESTMINSTER/ CLEARVIEW AIRPARK (2W2)



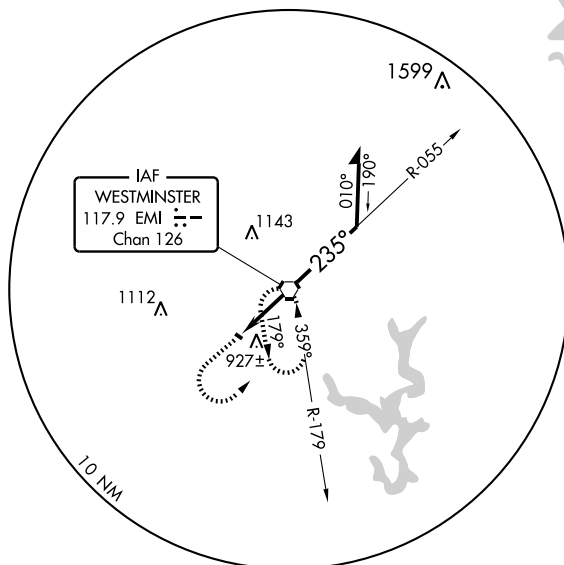
NA

Use Carroll County Rgnl/Jack B. Poage Field
altimeter setting.

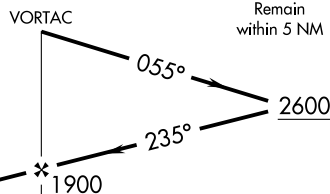
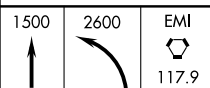
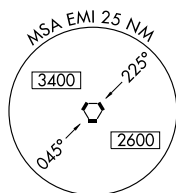
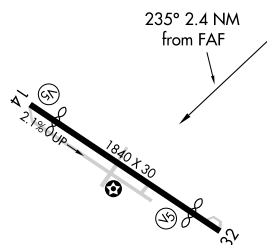
MISSED APPROACH: Climb to 1500, then climbing
left turn to 2600 direct EMI VORTAC and hold.

POTOMAC APP CON
125.525 291.625

UNICOM
122.8 (CTAF) **0**



ELEV 799

LIRL Rwy 14-32 **0**

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1280-1 481 (500-1)			
			NA	

WESTMINSTER, MARYLAND

Amdt 4 09239

WESTMINSTER/ CLEARVIEW AIRPARK (2W2)

39°28'N - 77°01'W

VOR-A

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD

(DMW) 3 N UTC-5(-4DT) N39°36.50' W77°00.46' WASHINGTON
 789 B S4 FUEL 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW H-10H, 12I, L-29E, 34F, A IAP
 RWY 16-34: H5100X100 (ASPH-GRVD) S-22 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46'. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0100Z†. Arpt unattended

Christmas. Wildlife on and in/ov arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16-34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16-34; REIL Rwy 16 and 34; twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.25 (410) 876-1281. HIWAS 117.9 EMI.

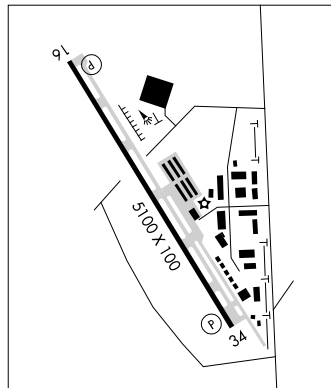
COMMUNICATIONS: CTAF/UNICOM 122.7

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525 GCO 121.725 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70'
 W76°58.72' 357° 6.9 NM to fld. 820/08W. HIWAS.



CLEARVIEW AIRPARK

(2W2) 7 S UTC-5(-4DT) N39°28.02' W77°01.05'

799 B FUEL 100LL TPA—1799(1000) NOTAM FILE DCA

RWY 14-32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE

RWY 14: APAP(PN1L)—GA 4.0° TCH 20'. Thld dsplcd 330'. Trees.

RWY 32: APAP(PN1L)—GA 7.0° TCH 34'. Thld dsplcd 278'. Trees.

AIRPORT REMARKS: Attended 1400-2200Z†, Apr 1-Oct 31 Sat-Sun 1400-2300Z†. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to a/cft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14-32 NSTD LIRL, lgts 20' from edge of rwy. Rwy 14-32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14-32 and rotating bcn—CTAF.

WEATHER DATA SOURCES: HIWAS 117.9 EMI.

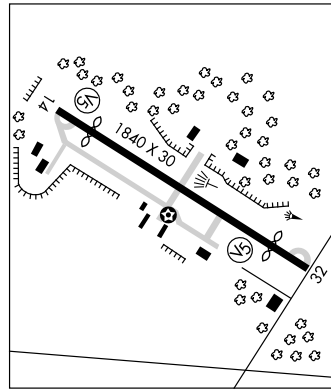
COMMUNICATIONS: CTAF/UNICOM 122.8

WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)

Ⓡ POTOMAC APP/DEP CON 125.525

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70'
 W76°58.72' 235° 2.5 NM to fld. 820/08W. HIWAS.



WASHINGTON

COPTER

L-29E, 34F, 36F, A
 IAP

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

POTOMAC APP CON
128.35 270.275
BALTIMORE ATIS
115.1

CARROLL COUNTY
RGNL

MARTIN STATE

ARMEL
113.5 AML
Chan 82

BALTIMORE/
WASHINGTON INTL
THURGOOD MARSHALL

BALTIMORE
115.1 BAL
Chan 98

DEALE
N38°47.87'
W76°32.01'

RIPKN
N38° 55.90'
W76° 34.05'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 6000'.

RAVNN
N38° 48.27'
W76° 31.08'

CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at FL 190.

SACCO
N38°40.23'
W77°22.90'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross
at 16,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'-W76°44.68'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at
or below 9000'.

BROOKE
114.5 BRV
Chan 92
N38°20.18'-W77°21.17'

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'
and 280 Kts.

NOTE:

This STAR applicable
to turbojet aircraft only.

VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross at 15,000'.

NOTE:

All part 91, 101, 103, 105,
125, 133, 135 and 137 flight
operations are prohibited on the
CASANOVA TRANSITION.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'

L-36, H-10-12

OGATE
N38° 03.48'
W77° 31.07'

PEGBY
N38° 04.72'
W77° 12.06'

RICHMOND
114.1 RIC
Chan 88
N37°30.14'-W77°19.22'

L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence
. . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NOTTINGHAM SIX ARRIVAL

(OTT.OTT6) 08101

BALTIMORE, MARYLAND

WAAS CH 65607 W16A	APP CRS 159°	Rwy Idg TDZE Apt Elev	5100 789 789
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WESTMINSTER/

RNAV (GPS) RWY 16

CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)



DME/DME RNP-0.3 NA.

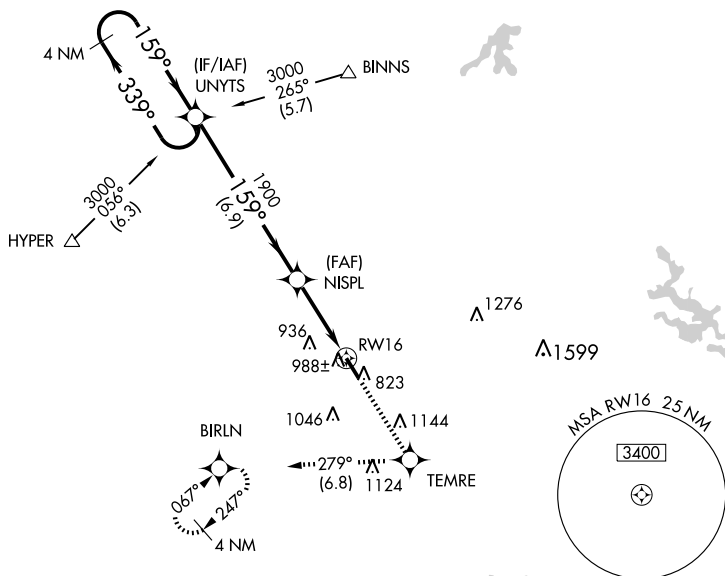
MISSED APPROACH: Climb to 2200 direct TEMRE then climbing right turn to 3000 via 279° track to BIRLN and hold.

AWOS-3
121.25

POTOMAC APP CON
125.525 291.625

CLNC DEL (GCO)
121.725

UNICOM
122.7 (CTAF) 0



NE-3, 21 OCT 2010 to 18 NOV 2010

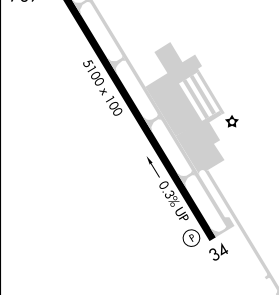
NE-3, 21 OCT 2010 to 18 NOV 2010

4 NM Holding Pattern		UNYTS	2200 ↑	TEMRE ✧	3000 ↷	tr 279°	BIRLN ✧
3000	← 339° 159° →		NISPL			RW16	
GS 3.00 TCH 40			159°	1900			
		6.9 NM	3.3 NM				
CATEGORY	A	B	C	D			
LPV DA	1130-1¼ 341 (400-1¼)			NA			
LNAV/ VNAV DA	NA						
LNAV MDA	1240-1	451 (500-1)	1240-1¼ 451 (500-1¼)		NA		
CIRCLING	1300-1¼	511 (600-1¼)	1300-1½ 511 (600-1½)		NA		

ELEV 789

159° to RW16

TDZE 789



REIL Rwy 16 and 34 0
MIRL Rwy 16-34 0

WAAS
CH **82117**
W34A

APP CRS
339°

Rwy Idg **5100**
TDZE **788**
Apt Elev **789**

RNAV (GPS) RWY 34

WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNYTS and hold

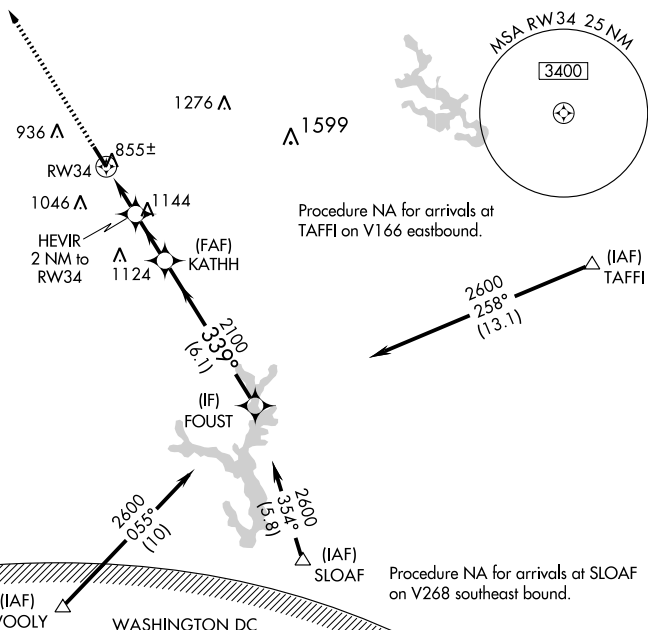
AWOS-3
121.25

POTOMAC APP CON
125.525 291.625

CLNC DEL (GCO)
121.725

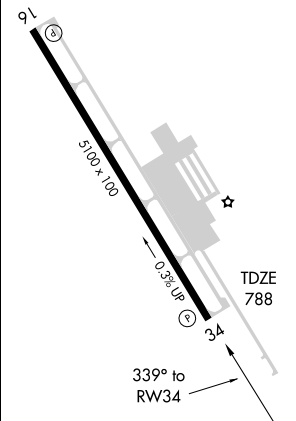
UNICOM
122.7 (CTAF)

MISSED APCH FIX



ELEV 789

WASHINGTON DC METROPOLITAN SFRA
WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



REIL Rwy 16 and 34
MRL Rwy 16-34

3000

↑

UNYTS

✧

VGSI and RNAV glidepath not coincident.

FOUST

Procedure Turn NA

*LNAV Only.

HEVIR

2 NM to RW34

KATHH

2100

2600

339°

2100

1.2 NM to RW34

*1.2 NM to RW34

*1460

1.2 NM

0.8 NM

2 NM

6.1 NM

GS 3.00°

TCH 45°

CATEGORY	A	B	C	D
LPV DA	988-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)			NA
CIRCLING	1300-1 511 (600-1)		1300-1½ 511 (600-1½)	NA

VORTAC EMI
117.9
Chan **126**

APP CRS
358°

Rwy Idg **5100**
TDZE **788**
Apt Elev **789**

WESTMINSTER/

CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

VOR RWY 34

NA

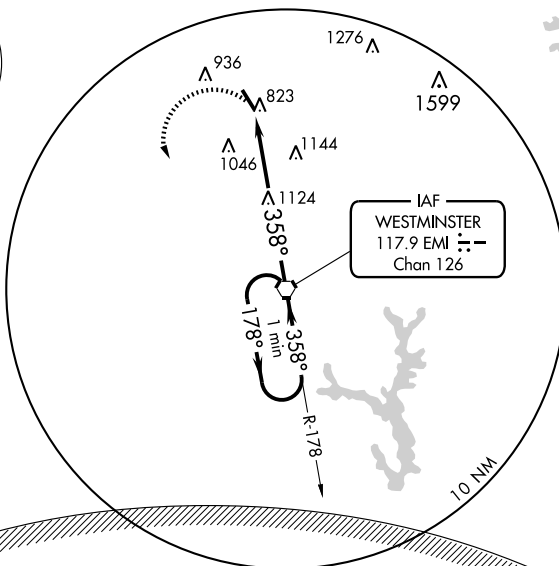
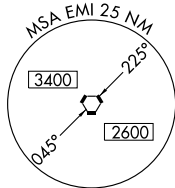
MISSED APPROACH: Climbing left turn
to 2900 direct EMI VORTAC and hold.

AWOS-3
121.25

POTOMAC APP CON
125.525 291.625

CLNC DEL (GCO)
121.725

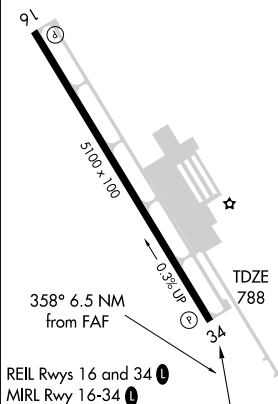
UNICOM
122.7 (CTAF) 0



ELEV 789

WASHINGTON DC
METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



REIL Rws 16 and 34 0
MRL Rwy 16-34 0

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

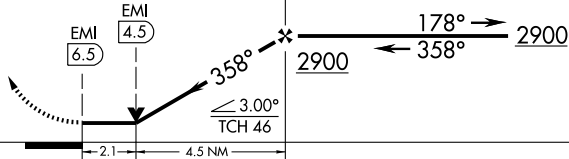
2900

EMI



VORTAC

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1480-2 691 (700-2)	NA

WESTMINSTER, MARYLAND

Amdt 4B 10154

WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

39°36'N - 77°00'W

VOR RWY 34